OHIO STATE UNIVERSITY
JUL 27 196
LIBRA

August 1961

August, 1961

AIR CARGO

AT UNITED'S NEW CARGO SERVICE CENTERS TRAINED EXPERTS PLAN YOUR SHIPMENT WITH EXTRA CARE

Call United for information about the best way to ship by air—using air freight, air parcel post or air express.

Ask about your shipment or schedule or rates. About tariff regulations, reserved space, door-to-door pickup or delivery service.

Answers are only a finger tip away from your United Cargo Specialist.

Some of the answers are in the electrically rotating section of the "Mainliner® Freight Desk."

Others come from the operating base in Denver. A desk-side phone makes a direct connection.

There's even a teletype network linking the 117 cities United serves.

So all of the information about your shipment is only minutes away from your United Cargo Expert.

Your contact at United's "Mainliner Freight Desk" is a trained cargo expert—equipped to answer your questions . . . fast. Another example of the way United takes *Extra Care* to serve you best.

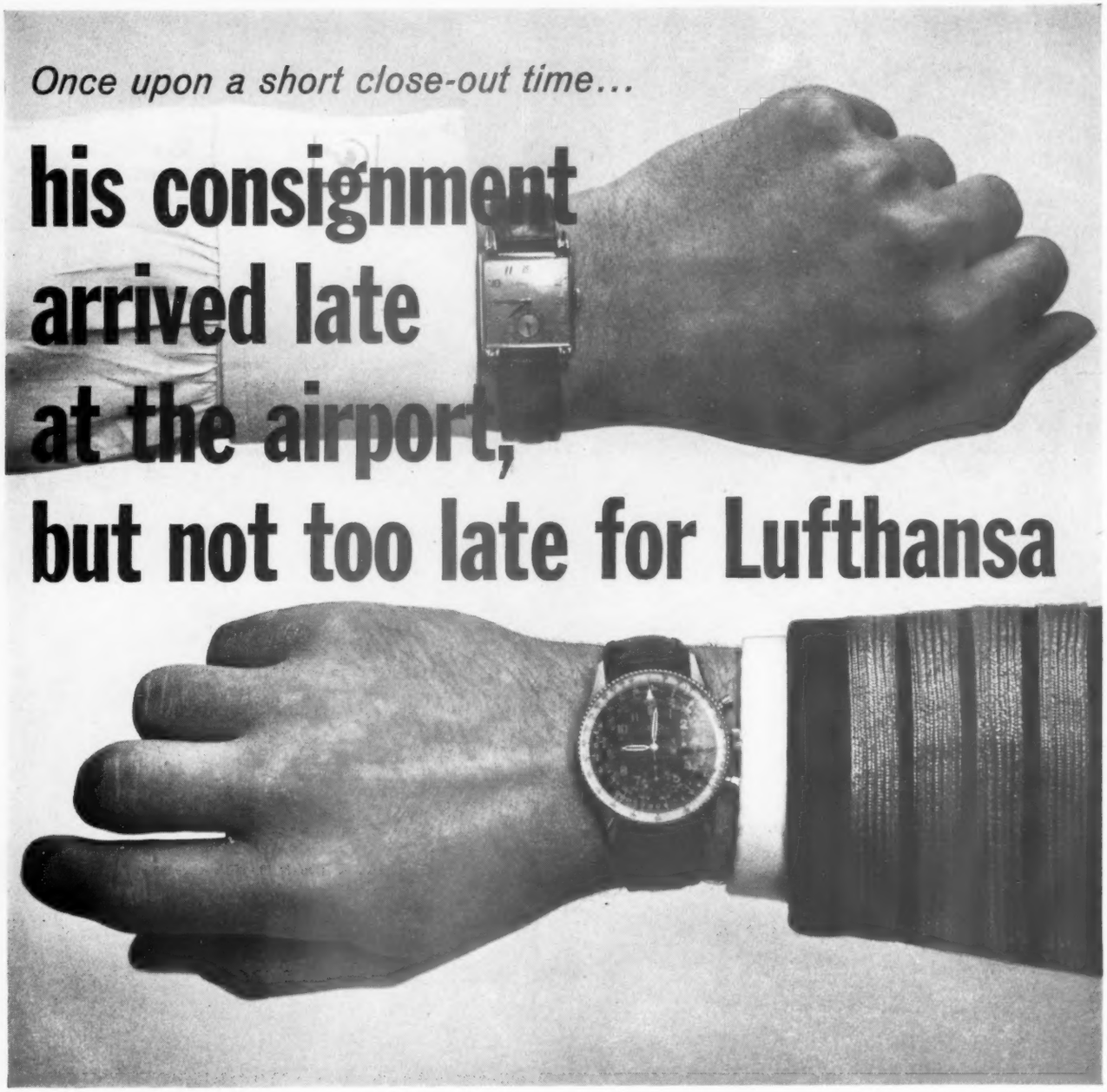
So put your next shipment on United, serving you with the world's largest jet fleet. Call your Freight Forwarder, or your United Sales Office.

UNITED

WORLD'S LARGEST JET FLEET
KNOWN FOR EXTRA CARE

Once upon a short close-out time...

his consignment arrived late at the airport, but not too late for Lufthansa



HERE'S the *almost* sad story of a shipper, any shipper. He had a rush order . . . "I'll never make it," he told himself. Then he remembered an advertisement he had seen, telling of Lufthansa German Airlines' amazingly short close-out time.

He called Lufthansa. At 7:45 his consignment arrived at the airport. At 9 (1 hour and 15 minutes later) it was on its way to Europe on a Lufthansa jet.

And that's not all. While enroute, 20,000 feet above the Atlantic, a special Lufthansa cargo man (only Lufthansa has him) was preparing documents, waybills, transfers, arrival notices . . . within 30 minutes after landing, his cargo was ready for customs clearance.

Personal, efficient attention like this characterizes the entire Lufthansa Super Cargo Service. More Trans-Atlantic shippers are sending their consignments via Lufthansa—the fastest growing cargo service today.

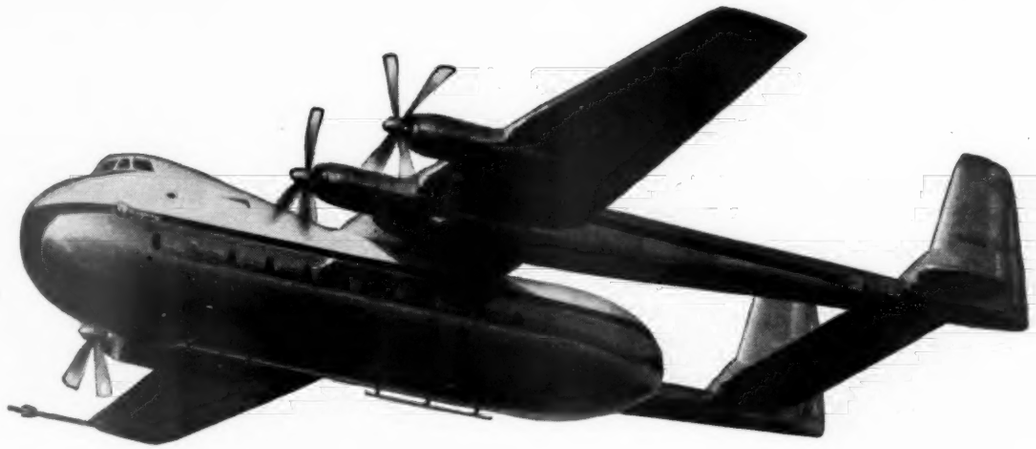
It insures fast, safe shipment of your cargo to Europe, the Middle East and Far East. Ask your Cargo Agent to specify Lufthansa.

SUPERCARGO Service

4 weekly all-cargo flights from New York. 14 weekly transatlantic nonstop Jet Cargo services from New York. Regular Jet Cargo services from Chicago and San Francisco.

LUFTHANSA
GERMAN AIRLINES

AIR CARGO DIVISION, 410 Park Ave., N.Y. 22, N.Y., PLaza 9-5522. Offices in principal cities of the U.S. and Canada.



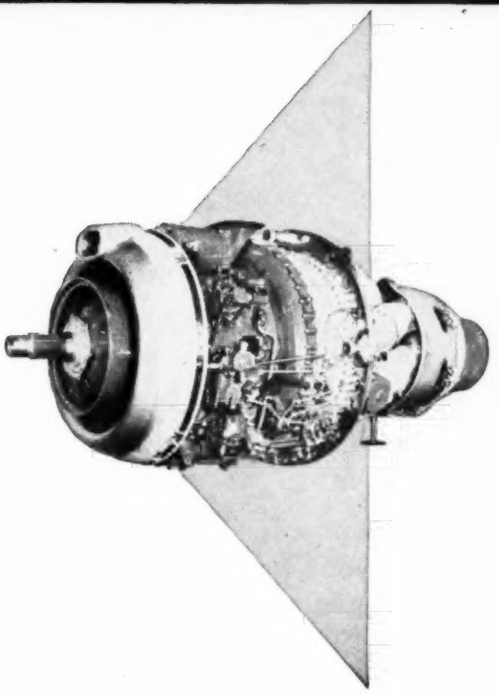
THE ARMSTRONG WHITWORTH
ARGOSY
PROP-JET FREIGHTERCOACH

POWERED BY

ROLLS-ROYCE

DART PROP-JETS

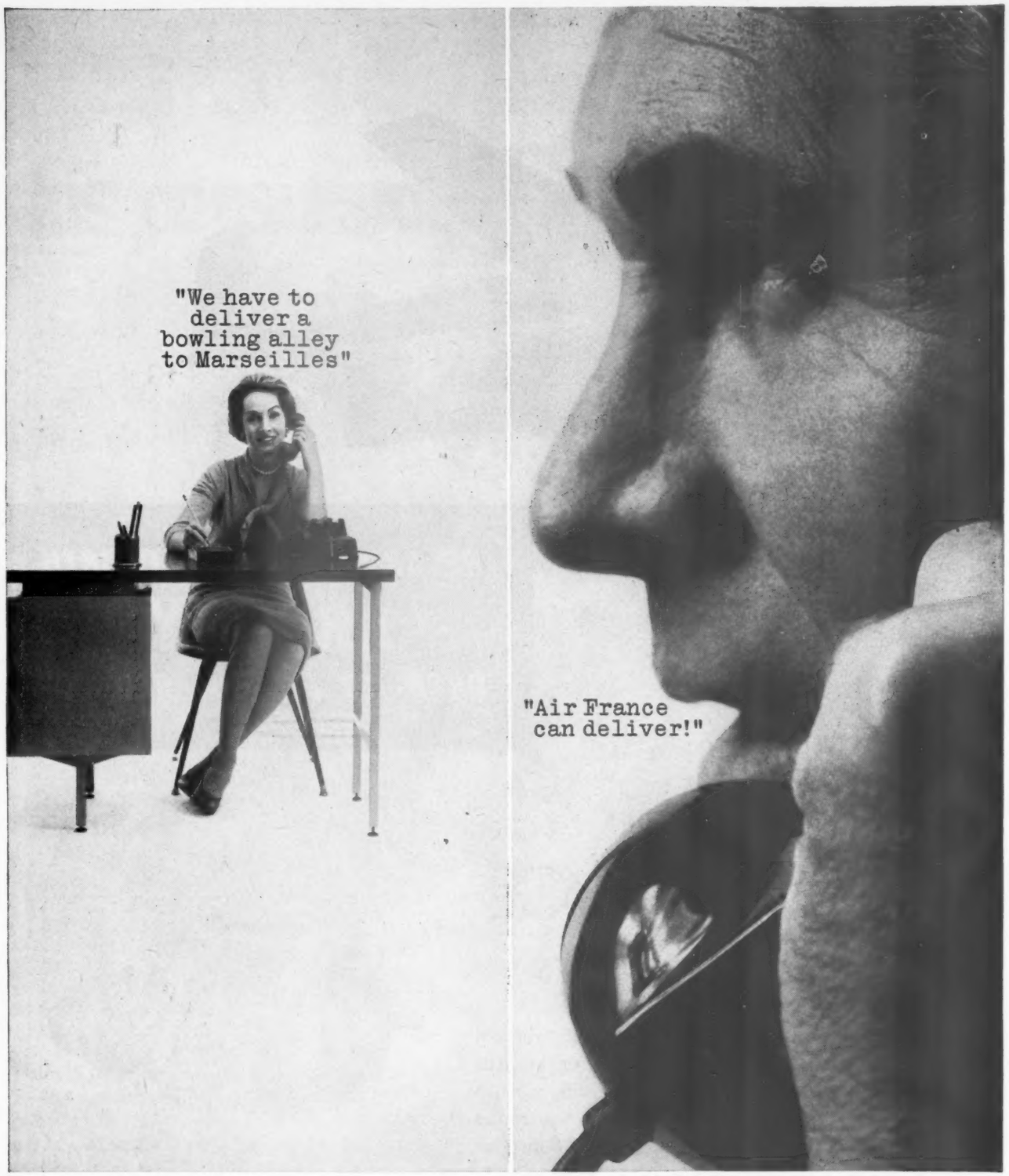
The Dart is currently operating at overhaul lives of up to 3,200 hours. It has an excellent record of reliability and has flown many millions of hours in scheduled service on the air routes of six continents with total flying hours increasing by well over 300,000 hours per month.



ROLLS-ROYCE OF CANADA LIMITED, BOX 1400, ST. LAURENT, MONTREAL 9, P. Q.

ROLLS-ROYCE LIMITED, DERBY, ENGLAND

AERO ENGINES • MOTOR CARS • DIESEL AND GASOLINE ENGINES • ROCKET MOTORS • NUCLEAR PROPULSION



How about you? Name your shipping problem. Commodity. Loading. Connections. Destination. Air France cargo experts have a flair for taking the load off your mind. They'll show you the swiftest, most dependable, most economical way to get almost anything almost anywhere. Here's why: Air France offers not only all-cargo flights, but jet cargo service as well. Speeds cargo to more cities in more countries than any other airline. Has the shortest cargo closing time—one hour before take off. Ample reasons for you to join the experienced shippers everywhere who find it profitable to rely on Air France Cargo Service!

AIR FRANCE CARGO

WORLD-WIDE CARGO SERVICE / WORLD'S LARGEST AIRLINE

AIR CARGO

an American Aviation Publication

AUGUST, 1961, VOL. 5, NO. 8

WALLACE I. LONGSTRETH
Editor

Donald J. Frederick
Mary L. Miller
Associate Editors

William H. Martin .....Art Director
Bacil Guiley .....Asst. Art Director
Floyd G. Arpan .....Editorial Consultant

RALPH R. THEILE
Director of Sales

C. Virgil Parker .....Production Manager
Elsie Gray .....Advertising Service Manager
John N. Carlin .....Circulation Director
George F. Peterson
Circulation Service Manager
Richard Gibson .....Marketing Director
Carolyn Huber .....Production Assistant

Subscriptions: $10.00 per year, United States and Canada; $11.50 per year for other countries. Single copy price, $1.00.

Address editorial, subscription and advertising correspondence to: Air Cargo, 1001 Vermont Ave., N.W., Washington 5, D.C.

REGIONAL OFFICES:

Chicago: 139 N. Clark St., Chicago 2, Illinois. Phone CEntral 6-5804. TWX, CG 1-4042.

Dallas: John L. Hathaway, 222 Wynnewood Professional Bldg., Dallas 24, Tex. Phone WHitehall 3-4266.

Detroit: John Anderson, 412 Fisher Building, Detroit 2, Michigan. Phone TRinity 5-2555.

Los Angeles: George Votteler, 8929 Wilshire Blvd., Beverly Hills, California. Phone OLeander 5-9161. TWX, BV 7410.

Miami: Richard D. Hager, 208 Almeria Avenue, Coral Gables, Florida. Phone Highland 4-8326.

New York: Robert M. Evans, 20 East 46th Street, New York 17, New York. Phone YUkon 6-3900. TWX, NY 1-812.

Washington, D.C.: 1001 Vermont Ave., N.W., Washington 5, D.C. Phone STerling 3-5400. TWX, WA 1082.

Frankfurt: Joachim Weissig, Freidrich Ebert Anlage 3. Phone: 334810.

Geneva: Anthony Vandyk, European Director, 10 Rue Grenus, Geneva, Switzerland. Phone 321044. Cable Address: AMERAV GENEVA.

London: Norall & Hart, 28 Bruton Street, London, W.I., England. Phone Grosvenor 8356.

Paris: Jean-Marie Riche, 11 Rue Condorcet, Paris (9e), France. Phone TRU 15-39. Cable Address: NEWSAIR PARIS.

Published monthly by American Aviation Publications, Inc., at 1001 Vermont Avenue, N.W., Washington 5, D.C.

Wayne W. Parrish,
President and Publisher

Leonard Eiserer,
Exec. V.P. and Gen. Mgr.

Fred S. Hunter,
V.P. and Editorial Director

Features

CLAIMS PREVENTION: A TOTAL BUSINESS FUNCTION 9
Editorial by Wallace I. Longstreth

COSMAR PUTS THE FLOWERS INSIDE 14

PLAN A LOGICAL LOSS PREVENTION PROGRAM 16
By Robert H. Macomber

VOLUME PERISHABLES MOVEMENT STARTED 20
By Donald G. Wolf

AN UNTAPPED AIR FREIGHT MARKET 23
By Stanley H. Brewer

Departments

TRENDS 10

NEWS 11

CAB 26

CARRIER ROUNDUP 29

PEOPLE 31

NEW PRODUCTS AND PROCESSES 32

TECHNICAL LITERATURE 34

ON THE DOCKET 34

LETTERS 34

Guide Section

FOLLOWING PAGE 18

AIR CARGO is published monthly as a magazine and as an official guide of airline cargo schedules, a complete station directory for the United States and Canada, and corrected table of carrier acceptance of live animals and unusual shipments.

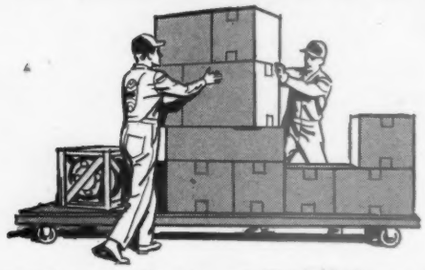
Every other month, in January, March, May, July, September, and November, AIR CARGO is published in two parts. Part II expands the guide features to include domestic and international air freight rates, documentary requirements for international shipments, and other air shipping information subject to infrequent change. Periodically a Part II is issued containing AIRIMP-CARGO.

The information contained in this publication is compiled with all reasonable care. The publishers do not hold themselves responsible for errors or omissions.

Printed at The Telegraph Press, Harrisburg, Pa. Second class postage paid at Washington, D.C., and at additional offices.

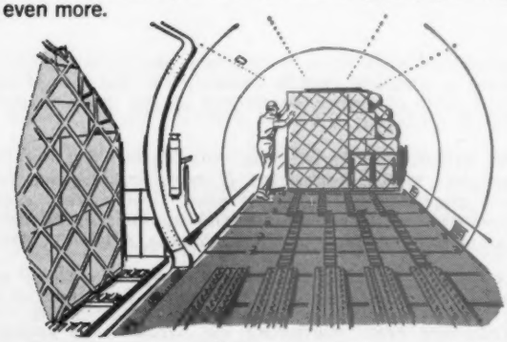
Copyright, 1961, by American Aviation Publications, Inc.

PAN AM ADDS AIRPAK CARGO HANDLING SYSTEM to THE WORLD-WIDE MARKETING SERVICE



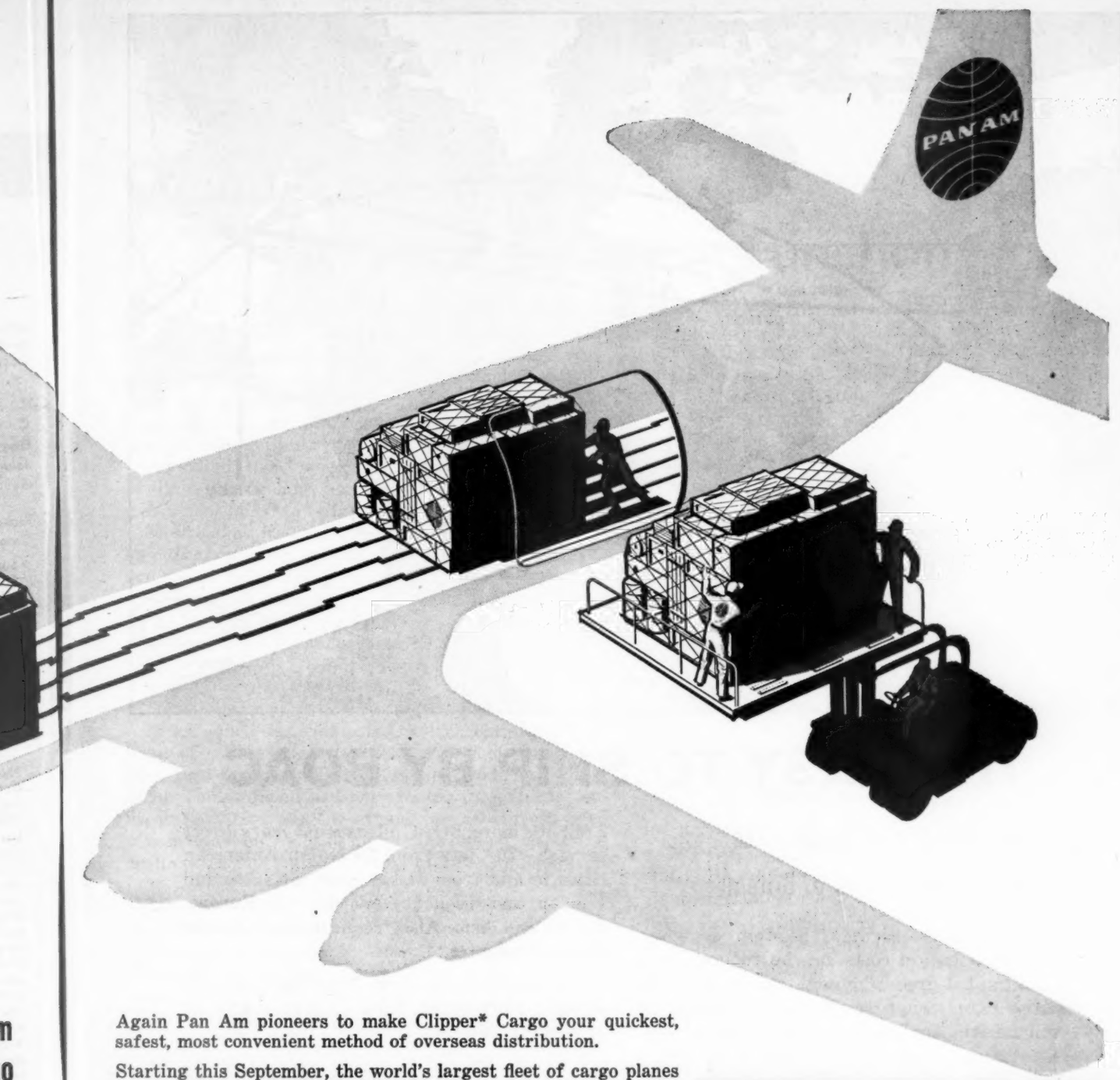
1. Shipments are "unitized" on standard 88" x 108" pallets. These pallets are the same size as pallets specified by MATS (Military Air Transport Service) and are compatible with over-the-road transport facilities.

2. Each pallet can carry up to 6700 pounds of cargo, can be packed according to destination, to combine many items from the same manufacturer, or from various shippers, speeding handling even more.



3. Plane completely loaded in 45 minutes. Until now it took hours! And no winches, cables or complex mechanisms to jam up or break down. 2 men roll the load in fast. Load locks in position, and that's it!

Remarkable new palletizing system divides a whole planeload of cargo into just seven fast-loading, individually protected units. Means safer, surer, faster-than-ever deliveries—world-wide! Loading and unloading time is cut more than half.



Again Pan Am pioneers to make Clipper* Cargo your quickest, safest, most convenient method of overseas distribution.

Starting this September, the world's largest fleet of cargo planes equipped for mechanized loading will be at your service world-wide.

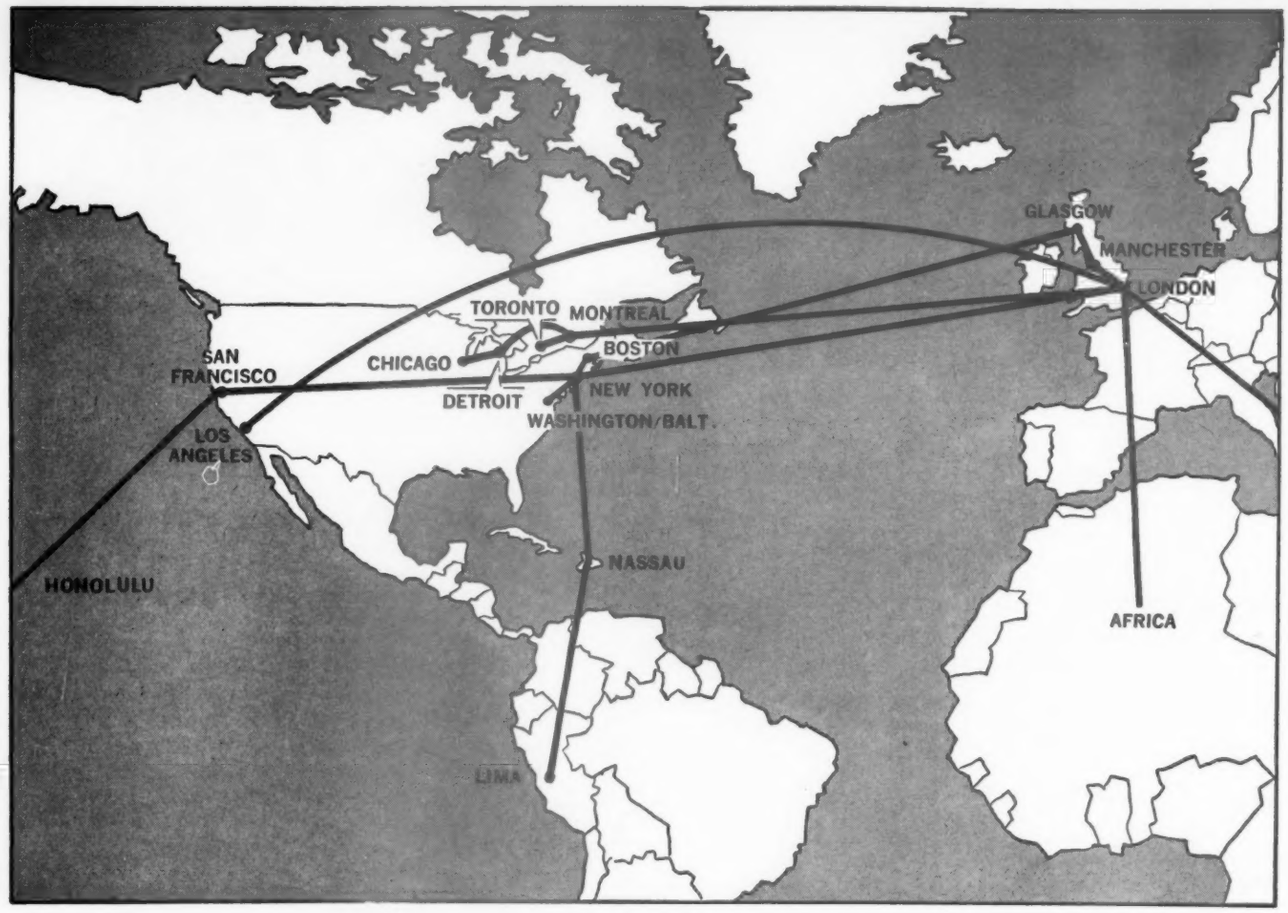
With startling cuts in ground time at both gateway and destination, your shipment will now get to consignees even faster than before. What's more, Pan Am's AIRPAK system means less handling, less chance of loss, a *more thoroughly efficient* system of shipping from the moment your shipment leaves the loading platform. And, of course, this system also allows for unusually shaped products.

This is just one more example of Pan Am's constant effort to help you do business abroad with greater ease, efficiency, economy. Why settle for less when, at no extra cost, you can get all these unique benefits of The Pan Am World-Wide Marketing Service – world's greatest source of Information, Transportation, Representation abroad.

Call your cargo agent, freight forwarder or Pan Am office today.

PAN AM PUTS YOU IN BUSINESS ABROAD – WITH ONE PHONE CALL

*Trade Mark, Reg. U. S. Pat. Off.



IT'S EASY TO SHIP BY BOAC

1. New transatlantic cargo rates*

2. More direct service to Britain

1. Starting the first of September, your total distribution costs can be reduced to a significant degree. The new transatlantic air cargo rate structures bring economies to volume shippers by air that are very favorable.

2. What's more, BOAC offers *much more direct* service—707 jets from 10 North American cities to and from Manchester, Glasgow and London, and frequent connections to Europe, Africa and Asia. Also frequent transatlantic DC 7F Freighter Service.

For precision air-cargo handling, call your Freight Forwarder, BOAC Cargo Agent or *any* BOAC office.

**Effective Sept. 1, 1961, subject to Government approval.*

ALL OVER THE WORLD

B·O·A·C

TAKES GOOD CARE OF YOUR CARGO

BRITISH OVERSEAS AIRWAYS CORPORATION
In Association with BEA, Qantas, TCA and Air India

281

To: Cargo Sales Manager
B.O.A.C.
530 Fifth Ave., New York 36, N.Y.

Send me full details of new Atlantic Freight rates and services.

NAME_____ TITLE_____

COMPANY_____

ADDRESS_____

CITY_____ ZONE____ STATE_____

EDITORIAL

Claims Prevention: A Total Business Function

BY ANY STANDARD, claims are an unwanted burden. Claims cost too much. So much, in fact, the cost is impossible to count.

Who can price all of the work involved in filing a claim and prosecuting it to a conclusion? At the same time, who can account for the effort involved in resisting a claim or justifying it? If all of these costs could be gathered, there would still be unsettled the value of the ruffled feelings and the work not done because a shipment failed to arrive as expected.

Most claims are caused by people who are guilty of stupidity, cupidity, or carelessness, but it is wrong to assume all claims are preventable.

"Take South America, for example," said an official of an international airline, "there is a claims trouble spot because of Customs. Some South American customs officials will confiscate shipments at the drop of a hat—and the shipment stays confiscated."

He recalled a shipment moving from Japan to South America which was confiscated in 1959. This was a shipment of consumer goods worth several thousand dollars. Two years of effort failed to dislodge the shipment. The shipment had been routed through the confiscating country via one airport but actually traveled via another—but only as far as the wrong airport. A customs official spotted the error and the shipment was lost.

"There is very little defense against this sort of loss," the airline official continued. "The best we can do is to minimize our exposure. We must, of course, double check all documents. And, we must route shipments carefully, touching as few countries as possible."

Another official agreed that some claims could not be prevented.

"We have had some claims," he said, "where we could not foresee that our actions were going to cause a claim.

"The high pitched whine of jet engines on the ground can be severely damaging to some animals if they are near the plane. We did not know this until we began to get claims. Now we know that we must not leave these animals on the ramp when jets are present.

"The first of these claims can not be charged to cargo handler stupidity or carelessness," he went on. "If anyone has to take the rap, it is management."

There can be no doubt that in the hands of airline management lies the success or failure of claims prevention.

One example of good management in this area is the Overseas Division of Pan American World Airways. (The Overseas Division combines the former Pacific-Alaska Division and the Atlantic Division.)

In 1960, PAA's Overseas Division handled 555,310 shipments producing 86,564,688 ton miles. Payment was made on 941 claims at a cost to the airline of $0.00106 per ton mile. In 1959, claims cost per ton mile was $0.00143.

Education is the principal weapon employed by PAA in its fight against claims. At regular intervals, the Division holds classes in New York, Chicago, Los Angeles, Hong Kong, and London to instruct employees on cargo operations. There are three levels of classes—basic, intermediate, and advanced. All hands participate, salesmen included. The only people PAA cannot schedule to attend the classes are customers.

Because of the bad packaging encountered, some of PAA's employees wish customers did attend.

Regular shippers do not cause the trouble. They know how to pack and label a shipment, said a PAA man.

"In the classes, personnel are taught to recognize bad packaging but the urge to be competitive is real. There is a reluctance to turn down a suspect packaging job because of the fear a competitor will accept it."

The man would like to see some minimum packaging standards established which could be applied to all shipments and honored by all airlines.

Employee training is not the whole answer. Whenever possible, PAA provides better equipment and facilities to ease the cargo handler's operation. The airline has had its facilities examined by a lighting engineer, and is following the engineer's recommendations. Poor lighting encourages theft and mistakes.

Theft is an area of real concern to international airlines which carry so much of the world's valuables—the jewels, gold and silver, and negotiable instruments.

PAA has a new pouch for carrying valuables. It is bright orange plastic, and it will be chained to the inside of the cargo hold. The bright color attracts attention—like turning a spotlight on a safe when the store is closed. The chain will remind handlers to put the pouch in the plane—otherwise the cargo door will not close.

Throughout, PAA ties claim prevention to improving total operating activity. The carrier believes that claims can not be divorced from any function.

Much of what PAA does prevents claims even though the impetus stemmed from another cause.

The results have been good.

Wallace I. Longstreth

TRENDS

Decreases in U.S. air freight rates are coming slowly but any major change will have to wait for the decision of the Civil Aeronautics Board on the Minimum Rate Order. Some observers believe the Board will wait for the findings of its newly hired consultants, Systems Analysis and Research Corp. SARC is to study air freight costs on an industry-wide basis and come up with some rate making recommendations. SARC's report is due in November.

The high cost and inadequacy of facilities at a number of airline terminals throughout the U.S. is causing increasing concern among major air freight forwarders. Plans are being considered to remedy the situation through a sort of construction pool. Several forwarders would band together to build common facilities of their own, off the airports but close to troublesome terminals. New York International (Idlewild) could be one of the first spots where the plan is tried.

Proposals to update tariff regulations of the CAB (Part 221 of the Economic Regulations) will not be acted upon before this fall. The Board wants plenty of time to analyze the airlines' suggestions. The airlines are not unhappy. They feel that the agency's reasoned approach should go a long way toward solving any major differences which might crop up later in negotiating sessions.

A new cargo terminal for Riddle Airlines in Miami is in the making. Riddle wants to move from the Northwest corner of Miami International to larger quarters in the Southwest corner. Negotiations are underway with Dade County officials for the desired land.

A better cargo vehicle for intra-airport operations is being sought by Pan American World Airways. The huge airports and major traffic centers are causing problems. In one case, the cargo terminal is 57 minutes away from the ramp where passenger jets are waiting for cargo. Airport speed limits and circuitous routings make the intra-airport movement a long trip.

Test shipments of fresh vegetables to Europe gives promise of being an important source of traffic for the airlines. Shipments of asparagus in a new FomeCor container to Paris were termed completely successful.

Unsettled U.S.-San Juan rate situation still plagues the CAB. After discussions approved by the Board, three of the four airlines in the market reached an agreement on a set of rates. The fourth—Riddle Airlines—refused to go along.

Now the proceeding may be expanded at Riddle's request, to include an examination of the rates and practices of air freight forwarders in the market. Louis P. Haffer, counsel for Allied Air Freight, the only forwarder in the proceeding, charged the Riddle move was only a delaying tactic and "merely another round in Riddle's vendetta against air freight forwarders."

A different approach to air freight claims may be in the making. The CAB has decided to investigate airline liability rules as requested by the California flower growers.

NEWS

PAA Commits 10 Freighters To Complete Palletization

After an intensive six month study, Pan American World Airways has decided to convert all ten of its DC-7F freighters to a palletization system. During the study, 85,000 individual pieces of freight were measured and weighed. Conclusion was that with palletized preloading, the DC-7Fs can be loaded at more than 80% of capacity —over 36,000 pounds.

The preloading scheme, nicknamed AirPak, was developed by Pan Am in conjunction with the Douglas Aircraft Company. Components consist of pallets, a standard heavy duty forklift with a roller transfer platform, and a roller and ball bearing decking within the aircraft.

The complete system weighs less than 2000 pounds.

Under the system, cargo is assembled according to destination, loaded, and secured to multiplex pallets immediately upon arrival at the airport cargo terminal. Seven of the pallets, each capable of holding up to 6700 pounds, can be loaded in the DC-7F.

The pallets are hard-surfaced laminated boards 5/8 inch thick and measuring 88 by 108 inches. After assembly on the pallet, the freight is secured to the pallet base with nylon nets and strapping.

Light weight compartments may be erected on the pallets enabling a shipper to segregate cargo. Pan Am points out that this feature will be especially suitable for the shipper who desires to preload his own shipments.

As envisioned by Pan Am, the seven multiplex pallets will be completely loaded, positioned by destination, and placed on a cargo train, so that they are ready for hoisting as soon as the DC-7F taxis to the cargo terminal.

Once the aircraft is positioned, the pallets are fork lifted to deck height, pushed inside via the roller transfer platform, and secured to the aircraft deck with quick-snap locks.

Pallet beds in the aircraft are formed by an array of ball bearings, combined with fore and aft roller tracks. The freely-revolving ball bearings permit motion in any direction. In the loading process, the pallet is pushed over the forklift rollers onto ball bearings embedded in the airplane deck.

PAA claims that AirPak reduces ground loading time to less than an hour compared to 3½ hours consumed in hand loading. The carrier also points out that the system can be used at any airport in the world where a heavy duty forklift is available. No complicated ground facilities or loading docks are required.

Pan Am feels that AirPak will offer many advantages to the shipper.

- Shipments delivered just prior to take off may be quickly stowed aboard partially loaded pallets.
- Pallets may be broken into subpallets by individual shippers. These units can then be sealed to permit in-bond transportation from the point of production to final destination without interim customs inspection.
- A shipper may preload his cargo and truck the palletized load to the cargo terminal. By the same token, the consignee may desire to truck the fully loaded pallet from the airport of arrival to final destination. In each case, time is saved, and the danger of pilferage is practically eliminated.
- Conformity. Pan American pallets comply with Military Air Transport Service size specifications. In addition, they can be exchanged with other modes of transportation, since they conform to the highway requirements of the major countries on PAA's routes.

Short Bros. To Build Swing-Nose Freighter

A double deck swing-nose freighter capable of carrying 100,000 pounds of freight non-stop between New York and London is now being built by Short Brothers & Harland Ltd., British aircraft manufacturers.

In designing the freighter, Short Brothers reached two conclusions:

1. the optimum height of a load, whether built up on a pallet or loaded inside a container is about 6 feet. Anything higher complicates the problem of loading and risks damage to the lower layers.

2. the freighter must be adaptable enough to carry both passengers and freight.

These conclusions led to the two

Drawing of Short Bros. double deck swing-nose freighter which can carry 100,000 lbs. of freight New York-London nonstop.

1st Quarter North Atlantic Cargo Traffic

	AF	Air India	Alitalia	BOAC	Luft hansa	El Al.	Iberia	Irish	KLM	PAA	Qantas	Sabena	SAS	S&W	Swiss	TWA	Total
Cargo Flights																	
Eastbound	11	....	21	22	42	....	....	....	82	106	....	13	....	160	3	47	477
Westbound	11	....	21	27	44	....	....	....	54	110	....	11	....	133	....	55	466
Total	22	....	42	49	86	....	....	....	106	216	....	24	....	293	3	102	943
Freight (Tons)																	
Eastbound	524.0	36.0	264.4	620.3	738.4	87.9	41.5	40.1	1143.2	1160.0	25.4	356.3	380.5	1538.2	270.3	530.4	7756.9
Westbound	521.9	15.2	302.2	730.5	371.2	96.7	18.3	22.3	746.1	982.7	4.7	218.5	300.5	805.8	229.2	443.9	5809.7
Total	1045.9	51.2	566.6	1350.8	1109.6	184.6	59.8	62.4	1889.3	2142.7	30.1	574.8	681.0	2344.0	499.5	974.3	13566.6
Mail (Tons)																	
Eastbound	25.4	2.8	4.1	52.5	11.6	6.0	5.2	4.4	24.5	1359.1	1.5	9.7	15.3	733.3	17.6	723.9	2996.9
Westbound	117.0	0.1	96.8	263.0	221.3	13.9	11.7	8.2	62.1	319.1	....	52.8	102.5	201.9	93.8	209.5	1773.7
Total	142.4	2.9	100.9	315.5	232.9	19.9	16.9	14.6	86.6	1678.2	1.5	61.5	117.8	934.2	111.4	933.4	4770.6

Freight ton miles flown over the North Atlantic in the first quarter almost kept pace with the heavy volume carried in the fourth quarter of 1960. In the first three months, 13,566.6 tons were carried, down only 1.2% from the 13,733.6 tons recorded in the last quarter of 1961.

Eastbound tonnage climbed to 7756.9. Westbound, 5809.7 tons were flown.

Seaboard & Western Airlines went to the top of the list by chalking up 2344.0 tons, outcarrying Pan American World Airlines in the number two slot with 2142.7 tons and KLM Royal Dutch Airlines, third with 1889.3 tons.

Mail tons totaled 4770.6 down 20.5% from the 5750.8 tons carried in the fourth quarter of 1960.

deck design.

The main or lower floor is of very light construction and contains three sets of rollerways for easy loading of pallets. Built along the sides of this lower compartment at about 6 feet high are two longitudinal lines of rollers. Thus a second layer of palletized freight can be loaded in the same compartment.

With this design, 50,000 pounds of palletized freight can be carried on the lower floor, plus 138 passengers with baggage on the upper deck. Alternatively, 100,000 pounds of freight can be carried, 60,000 on the lower and 40,000 on the upper floor.

The arrangement is deemed so flexible that combinations of freight and passengers can be arranged at will and at short notice. The manufacturer estimates that a conversion of the upper floor from cargo to passenger operations can be effected in well under an hour.

New Chicago Terminal Opened By Bernacki

A new Chicago terminal geared to give international shippers faster and more economical service has been opened by Peter A. Bernacki, Inc. The terminal building, which is designed to serve Chicago's O'Hare International Airport, provides 12,000 square feet of terminal area as well as separate offices for Bernacki's Customs House Operations.

Peter A. Bernacki, president of the Philadelphia-based international air freight forwarder, extolled the virtues of his new Chicago facility. Said Bernacki: "This new terminal building, the first to directly serve O'Hare International Airport, will enable the Bernacki organization to utilize jet aircraft, exclusively, for the movement of international freight directly from Chicago to Continental Europe, on those carriers serving Chicago, and also allows the use of domestic jet carriers for shipments to every gateway. This will cut, further, delivery time to all points throughout the world."

Frankfurt Cargo Center Planned By Lufthansa

A super regional cargo center is being set up by Lufthansa German Airlines in Frankfurt. When established, the center will handle all cargo and mail bookings for the Lufthansa network.

In addition, the center will supervise the chartering and the operation of cargo aircraft from a sales standpoint and will deal with applications for the re-routing of scheduled cargo flights.

Lufthansa said the new "cargo reservation center would be at the disposal of all those interested in the forwarding of air cargo."

Wings & Wheels Signs For ACI PU&D Service

The first air freight forwarder to latch onto Air Cargo Inc.'s pick up and delivery service is Wings & Wheels Express of Chicago.

Under terms of the agreement worked out between the two firms, ACI, will provide the pick up and delivery services for Wings & Wheels in 28 cities including Boston, San Francisco, Pittsburgh and Washington.

The new agreement was made possible by a major policy change which permits ACI to negotiate cartage contracts for air freight forwarders much in the same manner that ACI arranges pick up and delivery for the scheduled airlines.

Edward L. Richter, president of Wings & Wheels, said his firm took the step "because we feel that it will have a stabilizing effect on the air freight industry; that it will ease certain accounting problems; and ultimately will give to the cartage contractors confidence in the air freight forwarding industry."

Clothing Manufacturer Cuts Costs With Air Freight

Since turning to air freight, the Borenstein Company, a Baltimore clothing manufacturer, has cut manpower costs and the time lag involved in getting finished men's tropical suits to the Puerto Rican market.

Borenstein's manpower costs involved preparing, folding, and packaging the suits for shipment. And no matter how carefully the garments were folded in the cartons, there was always a pressing job required in San Juan before the suits were ready for the retailer's rack.

An alert Pan American World Airways cargo salesman tackled the problem. His solution was to ship the suits by air on hangers. To further sell his idea, he brought in a manufacturer of plastic bags, which were not only

cheaper than the cardboard cartons required in surface transportation, but had a much lower shipping weight charge.

Pan American followed through by installing rods in the belly cargo compartments of the Boeing 707 jets which fly between Baltimore and San Juan.

Ground support for the scheme was provided by Pollard Delivery, local cartage agent for the scheduled airlines in the Baltimore area. Pollard purchased telescopic rods for his trucks to accommodate the suits on their ride from the Baltimore plant to the airport.

Borenstein is delightetd. As one company official expressed it: "Besides the savings in time, our suits now arrive in San Juan with that same ready to wear appearance that they had at our shipping dock."

Pan Am Film On Marketing Stresses Modern Techniques

A new air cargo sound and color film produced by Pan American World Airways places the emphasis on world marketing techniques in the jet age.

Running 20 minutes, the film centers around a corporation president and his staff. The camera follows the corporation president as he learns the facts of cargo distribution first hand and applies cost analysis to decide whether to use air or surface distribution. This key executive concludes that "international marketing in the jet age must be based on 20th Century thinking, not on outmoded 19th Century methods."

Prints are available through all Pan Am offices.

Air Cargo Association Formed In Portland, Ore.

A local air cargo association has been formed in Portland, Ore. Purpose of the group is to identify and give status to the air cargo industry as a whole, and to promote the exchange of common ideas and problems.

Twenty-one forwarder and airline representatives are charter members of the association which meets for breakfast the first Wednesday of each month in the Congress Hotel.

Tigers Reduces Rates In Lower Weight Brackets

A reduction in air freight rates for shipments in the 100-to-1000 pound range has been placed in effect by The Flying Tiger Line. The reduction, averaging 5%, affects eastbound rates from California points to five eastern terminals—Chicago, Boston, Detroit, New York and Philadelphia.

Sample reductions are San Francisco to Boston from 17.5¢ per pound to 16.6¢ and Los Angeles to Boston, 17¢ to 16¢.

John L. Higgins, FTL's vice president-sales, noted that his carrier not only "has met all rates filed by competitors for shipments over 1000 pounds, but has also extended the reductions to the 100-to-1000 pound shipments, from which the largest amount of traffic is derived."

Riddle Focuses Seminar On International Sales

The spotlight was on international cargo sales at the recent cargo sales seminar held by Riddle Airlines at the Miami International Airport.

The seminar conducted by Lew Hester, director of sales, and Felipe Rodriguez, manager of international sales, was designed to give the Riddle sales staff basic data on international cargo sales both as a background for the anticipated merger with ASA International Airlines and for general international sales work.

Forwarders Choose Officers For 1961-62

Officers of the Air Freight Forwarders Association have been named for the year 1961-62. Re-elected to top jobs in the Association were Thomas D. Griffin, president; Louis P. Haffer, executive vice president and counsel, and John D. McPherson, vice president—West Coast.

Newly elected officers are: vice president, James McNulty, Emery Air Freight; treasurer, Charles Rinka, American Express Co.; secretary, I. Grofik, Hensel, Bruckmann & Lorbacher; and secretary—West Coast, M. C. Montgomery, Western Transportation Co.

In addition, two new directors were chosen. They are Alvin B. Beck, Air Express International Corp., and George Doherty, American Express Co.

Second British Carrier To Serve N. Atlantic Run

A second British carrier—Cunard Eagle Airways—will be operating over the North Atlantic next year. The carrier, privately owned by Cunard Steamship Co., will operate a New York-London route with optional traffic stops at Manchester, Prestwick, Philadelphia, Boston, Baltimore and Washington.

The new Cunard service, although strenuously opposed by the government owned British Overseas Airways Corp., was approved by the British Air Transport Board, the United Kingdom's counterpart to our Civil Aeronautics Board.

Cunard Eagle is scheduled to begin service in May 1962 with Boeing 707 jet equipment. The British agency authorized the carrier to perform one daily roundtrip over the new route.

Foreign Air Permit Issued To AESA

A foreign air carrier permit has been issued to Aerolineas El Salvador (AESA) by the Civil Aeronautics Board. The permit authorizes cargo and passenger service over a route between a point or points in El Salvador and the terminal point Miami. The Board imposed a three-year limit on the term of the permit "to afford sufficient opportunity to review significant developments in the ownership and control of AESA."

AEI Woos U.S. Importers With New POE System

An expedited purchase order system geared to save time and money for U.S. importers has been introduced by Air Express International Corp.

AEI identifies the new service with the letters POE. As expressed by John E. Muhlfeld, vice president of AEI, the three letters mean Purchase Orders Expedited. "It is a new means," says Muhlfeld, "whereby the importer will be enabled to keep close tabs on the disposition of his order abroad, from its manufacture through the various stages intermediate to its arrival in the U.S., up to ultimate delivery."

Under the POE system, an importer ordering from a supplier overseas fills in a simple, prepaid air mail form, supplied by AEI. On the form is listed the purchase order and the name and address of the supplier. The form is air mailed to the manager of AEI's POE Division, located at the company's headquarters, 90 Broad Street, New York City.

The POE division forwards the information on the form to the AEI office nearest the supplier. Equipped with this information, an AEI representative contacts the supplier and receives pertinent information on the status and shipping date of the order. This information is flashed to the importer, giving him precise knowledge on the arrival time of his shipment. He is then free to make the necessary business arrangements in the U.S.

As Muhlfeld sees it, with POE "the importer, in effect, has a representative abroad. This will be of major assistance in expediting the processing of the merchandise up to the point of its actual shipment, the latter function being taken care of by AEI."

AIR CARGO

AUGUST, 1961 Vol. 5 No. 7

Cosmar Puts The Flowers Inside

A full 24-hour service keeps flowers moving from destination airport to florist's cooler

FOUR YEARS of claims free operations is a good record for a transportation organization. Cosmar Florist Delivery Service compiled such a record as a cartage man for the airlines in the New York City area for the years 1956 through 1959. This is a tough area in which to be a cartage man. If for no other reason, New York City traffic makes any delivery operation tough.

Dealing with flowers does not make the job any easier. Cosmar hauls flowers from the airports, Newark, New York International, and LaGuardia to the wholesale flower market (Sixth Ave. and 28th Street). Flowers are the principal commodity handled by Cosmar, but changes are in the making.

More and more, other perishables are moving into downtown New York on Cosmar trucks. Such things as seafood and fish from the Pacific Northwest and California, fruits and vegetables from Florida, greens from Texas, and fruit from Colorado are moving to New York in ever-increasing quantities.

How can these things be handled without claims?

Vincent J. Costa, owner of Cosmar, has a one-word answer, "luck."

In 1960, Cosmar's luck ran out. The company encountered one claim.

It is still a good record; and Costa does admit to some sound claims prevention practices.

Costa selects his employees with great care. Usually, he operates his trucks with two men, and he always sends an experienced man along with a new one.

Much of Cosmar's traffic moves at night.

"That makes the delivery man's life a lot easier in New York," he said. "A little after 11 p.m. we start out to make deliveries to the wholesale florist down in the market. At that time of the night and until 4 or 5 a.m., our trucks do not have too much trouble moving down Sixth Avenue. From breakfast time on, however, traffic is so heavy a truck might sit in one spot for an hour. When traffic gets that heavy, drivers may have to push a dolly for several blocks."

Cosmar's night time flower delivery service is not an ordinary operation. Cosmar has keys to the wholesale florist houses. When a driver is making a delivery, he takes the flowers inside the wholesale establishment. If appropriate, the flowers are placed in the florist's ice box.

This cuts claims. There can be no pilferage after delivery as there might be if the flowers were set on the sidewalk outside of the florist shop. Inside delivery also eliminates the possibility of the boxes of flowers being bumped or knocked over by careless passers by.

Costa said that some flowers lose their heads easily if a box is dropped or banged around.

Too, the responsibility of putting flowers inside where they are safe from damage makes the driver the man where the buck stops. He has to be careful. He is the last man who could damage the shipment. This knowledge also encourages drivers to be careful when picking up a shipment.

Assigning responsibility, according to Costa, is an important part of claims prevention. When a driver has flowers to handle he must record any apparent damage or shortage before he assumes responsibility. When the flowers are delivered, Cosmar get a receipt that shows the day and hour of delivery.

Here, another Cosmar touch shows up. Many of the deliveries are made when there is no one in the florists shops to get signatures from. The signed delivery receipt is picked up the next day. If the Cosmar driver states on the delivery receipt that delivery of 10 boxes of flowers was made at 2 a.m., this is what the customer signs for.

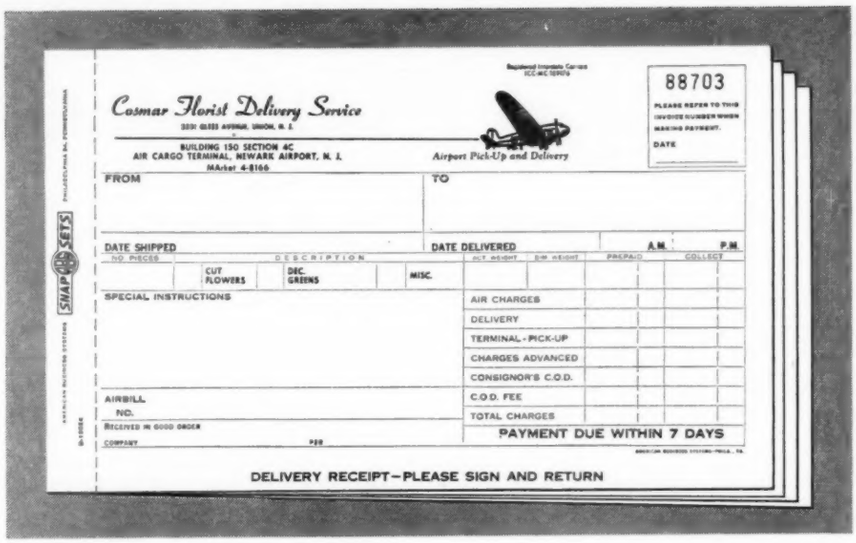
Rarely has there been a question. Since 1946, Cosmar has been serving the flower industry in New York. In the early days, it was a two man operation, with one truck. Now, Cosmar has seven trucks which deliver hundreds of boxes of flowers each week. Costa does not drive a truck anymore. However, the years that he did are not wasted. He knows the florists, and they know him.

Competition On Two Fronts

As in any business, competition in the flower business is keen. But wholesale florists go one step further than a lot of other businesses. Wholesale florists like to keep their sources of supply secret. If a florist has a grower producing a flower of unusual color or quality, the florist has an edge—so long as no other florist can get the same product.

As a driver, Costa established his position by refusing to divulge the sources of the flower shipments he was handling.

"Occasionally," he said, "I would have to explain to a florist who asked me to betray a source that I



Cosmar Florist Delivery Service

BUILDING 150 SECTION 4C
AIR CARGO TERMINAL, NEWARK AIRPORT, N. J.
MArket 4-8166

Airport Pick-Up and Delivery

88703

PLEASE REFER TO THIS INVOICE NUMBER WHEN MAKING PAYMENT.

DATE

FROM

TO

DATE SHIPPED

DATE DELIVERED

A.M. P.M.

NO. PIECES	DESCRIPTION			ACT. WEIGHT	DIM. WEIGHT	PREPAID	COLLECT
	CUT FLOWERS	DEC. GREENS	MISC.				

SPECIAL INSTRUCTIONS

AIR CHARGES		
DELIVERY		
TERMINAL-PICK-UP		
CHARGES ADVANCED		
CONSIGNOR'S C.O.D.		
C.O.D. FEE		
TOTAL CHARGES		

AIRBILL NO.

RECEIVED IN GOOD ORDER

COMPANY PER

PAYMENT DUE WITHIN 7 DAYS

DELIVERY RECEIPT—PLEASE SIGN AND RETURN

SNAP-OUT SETS

This is the four part snap-out form used by Cosmar for the delivery service. The second part (yellow) is the Original Freight Bill. The third part (pink) is the Consignee's Copy. Part four (orange) is the Numerical File Copy.

could not—and have a florist delivery service for long. Most of the florists understood that the protection I gave to one was extended to all others."

Today, Cosmar's drivers do not discuss sources of supply.

Another point that Costa believes cuts claims is the 24-hour operation. Perishables, he says, must be kept moving, or at least not allowed to sit on a dock where temperatures, either high or low, can take a toll.

Temperature can be a critical problem. In the winter, Cosmar's trucks are heated. Surprisingly, flowers will stand the very hot weather better than the very cold. In a year's time, New York has lots of both.

Airport Iceboxes Ordered

Because other perishables are now appearing, Cosmar is getting ready to use two ice boxes. One will be a chill-room type; the other will be for things which have to be kept at very low temperatures. These refrigerators will be of particular benefit to perishable shipments which arrive in New York on weekends when so many business houses are closed. The refrigerators will also be helpful to the airline community in New York when shipments have to be held for further transportation.

New York as a transshipment point for flowers is not nearly as important as it used to be, Costa said. These days, shipments can go directly to the point of use. Another thing, a lot of growers near New York are disappearing. Flowers grown in Connecticut, Pennsylvania, or on Long Island are not appearing in the New York market as they used to.

Air freight can bring flowers to New York from California as quickly as a truck can bring them in from Long Island. Modern techniques in packaging, packing and handling permits the distant grower to compete qualitywise.

Finally, local growers must operate in an area where wages and land values are so high that other ways to make a living become attractive.

Costa, too, is finding other things to do. His flower activities have been expanded into other perishables, and he is becoming involved in inter-airport shuttle service. In addition to the seven tractor-trailer rigs used principally for flowers, Cosmar has four straight trucks, one step-in, and two station wagons.

Some of the smaller equipment is used for flower deliveries to wholesalers in outlying districts. All of the equipment can be used for the inter-airport shuttle.

Although the flower movement peaks in the very early morning, Cosmar trucks move between the airports and downtown New York anytime there are flowers to move. These offpeak trips became the basis for the shuttle service.

"These trips also put the flowers into the hands of specialists, the florists, at the earliest possible movement. This is good for the flowers," he said.

Costa believes the specialization is a benefit. This ties into his theory of fixing responsibility. At Cosmar there are people who know about flowers, although a driver may not.

The specialist can tell a driver what he may or may not do with a given commodity. Carrying this idea one step further, Costa thought it would be a good idea for the airlines to hire a specialist to examine flower claims.

"We (Cosmar) have been able to hold down claims because we can prove when we pick up a shipment and when we deliver it. If a box is damaged when we pick it up, we so note. Still, a box may look to be in good shape but be full of damaged flowers. A specialist investigating claims of flower damage of this kind could pinpoint what caused the damage and when it occurred.

"Once in a while," he continued, "there will be an unscrupulous shipper who will bundle up a bunch of bad flowers, ship them to New York, and then file a claim. With a specialist available for a post-mortem, such unscrupulous characters would not have a chance to make a claim stand up. Furthermore, the knowledge that there was such a specialist in New York working for the airlines would serve as a deterrent to that sort of cheating."

Cheating is not the biggest problem facing the claims man, according to Costa. Education is the big problem.

"We encounter some pretty poorly packed items," he said. "Education would help this situation. The educated air freight employe would not accept a badly packed item; an educated shipper would not offer it.

"This is only one example," he continued, "but it is a critical one. It is liable to be more critical in a hurry because air freight is growing fast."

For Claims Prevention . . .

Plan A Logical Air Cargo Loss Prevention

By ROBERT H. MACOMBER
Insurance Company of North America

HISTORICALLY, all modes of transportation have developed in four stages . . . pioneering, rapid rise and expansion, an era of a high degree of stability, and finally incipient decay.

The air cargo industry is in that realm of rapid rise and expansion. Each year more and more concerns join the ranks of the air cargo shipper. The overwhelming majority of these shipments reach their destination without mishap. The remainder are damaged or lost due to a number of causes; not the least of which is the failure of management to appreciate the significance of the loss and damage problem. This is unfortunate, because air cargo transportation is a service industry. It cannot afford the luxury of indifference toward losses and damages. In fact, wide swings in the amount of losses are symptomatic of a potential malfunction of cargo operations.

For convenience, air cargo losses resulting from environmental hazards of transportation can be classified as (1) major losses and (2) preventable losses. Major losses include such mishaps as fire, collision and explosion. The preventable losses are theft, pilferage, non-delivery, water and breakage, to mention a few.

These classifications do not carry the inference that most losses cannot be prevented. But for our purpose, which is to suggest ways of minimizing losses, the qualifications are the simplest and clearest for planning a logical course of action.

A singular disadvantage in launching a successful loss prevention program is that those most responsible for losses are the same people who could do the most about stopping them. That is to say, top management, in general, either closes its eyes to the loss problem or fails to appreciate the economic significance of losses. This is more alarming because such an attitude unwittingly fosters losses through poor business practices. Conversely, the existence of a high incidence of losses is a gauge of how the business is being operated.

The paradox in this situation is that air cargo carriers are trying to develop a reputation. This may be in the nature of any one of a variety of desirable features—low total shipping cost, customer services, rapid delivery, reliability, sound out-turns and numerous others. Moreover, the contract of carriage provides that the carrier hold itself liable for loss and damage to cargo resulting from negligence. In addition, the burden of proof that it was not negligent is placed upon the carrier.

These legal restrictions imposed upon carriers stem from the old common-law liability of the bailee and yet go beyond that because of the circumstances unique to the transportation business. They reflect the social importance attached to transportation.

The prerequisite, therefore, to the establishment of a sound loss prevention program is to have a clear and complete statement of objectives. Moreover, the statement of the objectives will enable the development of plans and conserve time, labor and expense by directing a concentration of effort toward the expressed goal.

It is obvious that loss prevention is still a secondary activity. Its purpose is to contribute to the attainment of the major objectives of the concern; greater profit through better service. Our approach, therefore, consists of a systematic analysis of the loss problem to determine and segregate all existing factors and to assign to each factor its relative weight.

The initial step of the overall analysis is to get all information relating to the anticipated volume of cargo, its pound value, anticipated revenue, and the projected loss experience according to cause. In order for the loss picture to be complete, consideration should also be given to those claims which, because of such legal features as "limitation of liability" and "time barring," are not fully paid.

Industry Loss Ratio since 1955

Year	Ratio %
1955	.742
1956	.810
1957	1.011
1958	1.028
1959	1.075
1960	1.044

After all, legal jargon may satisfy the law, but not necessarily the customer who is anxious for the sound delivery of a crucial shipment.

These figures are the basis for determining the various loss ratios as well as the measure of losses according to types, general location and time factor. In addition, the values are the source for ascertaining what percentage of income should be alloted to direct loss prevention.

Once the financial picture of cargo losses is determined, all factual cargo handling information should be collected. This information would include the cargo in-and-out operation, facilities to perform these operations, terminal storage operation, and terminal storage facilities.

In addition, the ground handling operation, material handling facilities, ground transportation distances, and the plane loading, stowage and discharge operation would be included. Also include all security functions relating to cargo, all foul weather provisions for cargo, and methods used to detect, minimize and process losses and damages.

Although the purpose of the operational analysis is to serve as a loss prevention tool, it is obvious that the main groups of functions are also the logical divisions for major departments. In the case of transportation, these divisions are the routing of cargo through the terminal, along the ground, and through the air.

When departments are built around functions, a well-balanced, clear-cut organization results, provided, there is a centralized head, empowered with the necessary men, means and authority to do the job. Only with such powers can one definitely fix responsibility. In addition, the centralized head permits the delegation of certain authority and responsibility to subordinates. Every man then knows what he is to do, what he is responsible for, and to whom he can turn in the event there is a problem to solve.

Surely, we are all familiar with the situation involving the late Friday night unloading of an inbound plane . . . naturally, hours after the chief cargo agent has left for home . . . and because there are no week-end deliveries, shipments must lay over in the cargo terminal until Monday. Oh

Program

yes, Joe, the ground-handler recalls that a certain package was placed alongside the agent's desk when it was brought into the terminal. But, even so, the package was not to be found Monday.

Haphazard cargo handling operations—which are indicative of loose control, the lack of authority and responsibility—make possible this type of theft. The lack of awareness on the part of management as to what actually goes on in its own backyard serves as a major cause for much of the "crimes of opportunity."

Throughout, continual stress has been placed upon the influence of top management on the loss prevention problem. In view of this, let us now discuss some specific measures available to them in dealing with those elements which plague air shipments.

The operational analysis indicated the main areas where losses and damages are most critical. Namely, during the receiving and delivery operation when goods may be left unattended for periods of time in the terminal; at the interval of ground transportation; and while loading, offloading, and on the plane. To protect cargo, control over these operations is of prime importance.

Before there is control, however, there must be a definite set of performance standards. For instance, performance standards call for you to know your employees. Make an effort to obtain background information of the employee or prospective employee, particularly those who are to have direct contact with cargo.

Set up an adequate system of checking shipments as they move from one critical area to the next. Faulty packing, to cite one check point, which the receiving inspection would show up, invites pilferage and damage. The result of inspection should lead to refusal of the shipment, or in a provision for first aid to packaging.

Thorough records must be maintained so that it will be possible to determine the physical condition of the shipment when received or delivered as well as to determine where and when goods have disappeared.

All unauthorized people are to be kept out of the cargo areas. This means commissary help, cleaners, maintenance crews, truck drivers and any one who is not employed in the cargo area. Treat this area as if it were "bonded"!

Keep all locks, doors, windows and handling equipment in good order and repair. Incidentally, keys for locks should be afforded the fullest protection at all times. Likewise, locks should be changed frequently.

Establish a practical procedure for the orderly transfer of authority and responsibility when there is a change in work shifts. There are numerous other standards pertinent to performance.

Performance standards are but fine words and may in certain instances have considerable difficulty in justifying themselves unless there is some means of measuring their quality and effectiveness. To this function we assign inspection. Inspection does not create quality but it helps to control quality.

Inspection as used here goes beyond the mere stage where the individual cargo handler is required to check his own activity. It covers the overall loss prevention program.

It is incumbent on management or its delegated authority to make periodic inspection of all cargo operation and facilities to see that they are kept up to standard. This involves scrutinizing all records, particularly those that help to determine what weakness or weaknesses in the company's procedure may contribute to loss and damage. Checks would be made of all security devices used as deterrents of theft and pilferage, making certain they are properly used and in good order. Investigate the condition of all "foul weather" gear with stress on the fact that it is to be used at times when warranted by the prevailing weather.

Watch actual loading and unloading operations with the thought of preventing rough handling. Follow the ground transportation cycle. Careless ground operations lead to loss and damages. In other words, inspect all critical areas of operation which have a bearing on the program.

Besides the periodic inspections that are aimed—as are all inspections—at the discovery and elimination of the cause of trouble, spot checks should be made. Spot checks permit the observer to see operations as they are actually performed. Because performance should be compared with established measures of job proficiency, the observer should be well versed in a knowledge and understanding of the various elements of the operation. Further, there is a certain psychological value to spot checking. For example, U.S. Customs frequently wait outside cargo terminals of a major gateway airport to intercept package carrying individuals leaving the cargo area. Their spot check not only solves an obvious problem, but of greater significance, the thought that one will be caught with unauthorized goods in his possession is a crime deterrent.

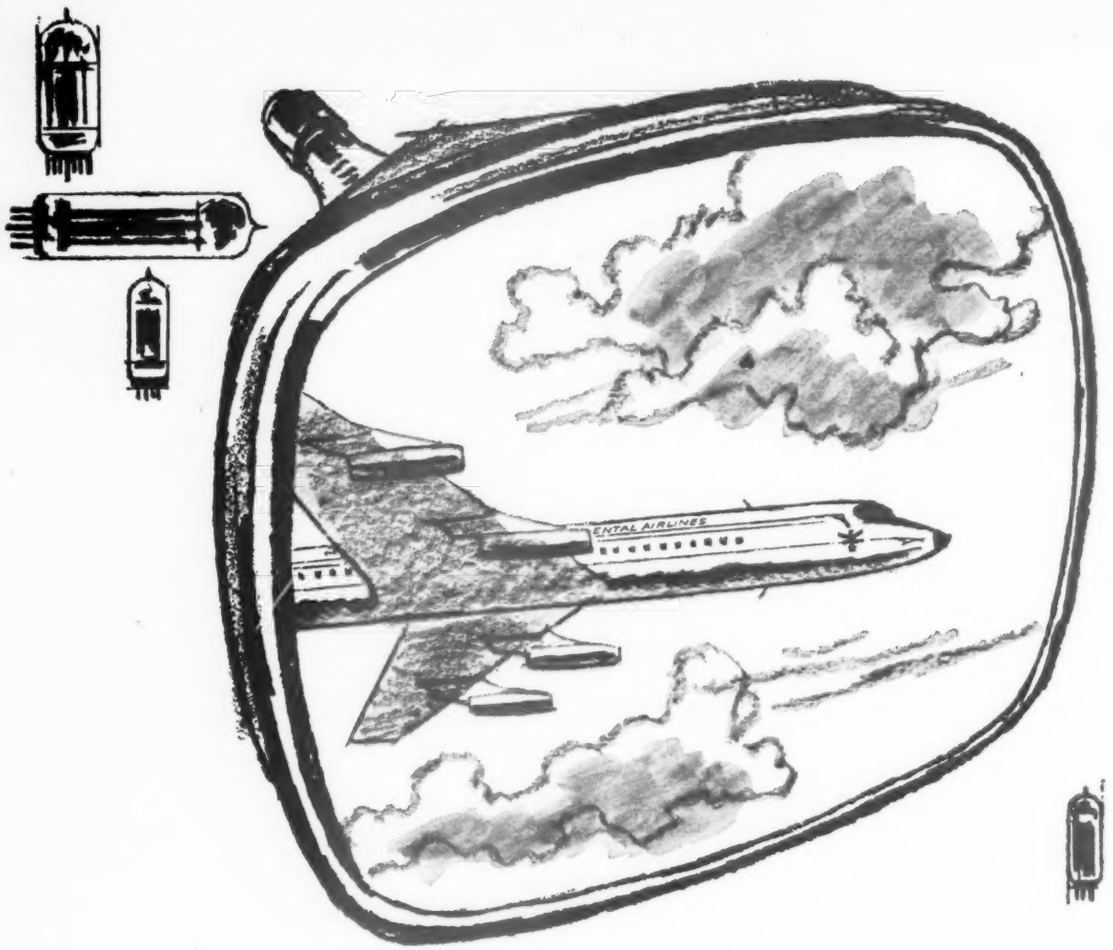
Closely associated with inspection is the prearranged error used to determine the effectiveness of the loss prevention program. Let us, for example, ship a known quantity of sweaters in a torn carton that permits the exposure

(continued on page 19)

Air Freight Claims Statistics—1960

Airline	Gross Amount Paid	Salvage Credits	Interline Recoveries	Net Amount Paid	Gross Air Freight Revenue	Loss Ratio %
Air Cargo, Inc.	$ 41,480	$.....	$.....	$ 41,480	$ 4,685,329	.885
Allegheny	3,495	112	434	2,939	620,499	.474
American	375,030	36,837	.....	338,193	24,876,092	1.360
Bonanza	348	25	50	273	69,646	.392
Braniff	28,813	312	6,215	22,286	2,115,546	1.053
Capital	21,623	106	3,113	18,404	1,726,844	1.066
Central	1,235	.....	769	466	92,914	.502
Continental	11,904	10	1,665	10,229	1,266,148	.808
Delta	67,606	1,009	15,120	51,477	4,046,670	1.272
Eastern	61,484	.....	.....	61,484	6,143,042	1.000
Flying Tigers	128,219	1,607	10,910	115,702	12,793,480	.905
Frontier	3,736	69	500	3,167	322,792	.981
Mohawk	4,226	.....	433	3,793	172,245	2.202
National	20,465	143	2,740	17,582	2,157,007	.815
New York Airways	14	.....	.....	14	39,556	.035
North Central	3,432	.....	1,949	1,483	293,362	.506
Northeast	7,025	.....	671	6,354	886,925	.716
Northwest	28,822	.....	.....	28,822	4,611,887	.625
Ozark	1,398	.....	729	669	246,330	.272
Pacific	1,075	.....	81	994	56,240	1.767
Piedmont	1,475	5	820	650	122,849	.529
Riddle	39,849	1,620	5,081	33,148	4,428,486	.749
Southern	1,962	10	1,350	612	103,455	.592
Trans-Texas	3,664	.....	1,887	1,777	204,728	.868
Trans World	114,111	770	10,015	103,326	9,549,990	1.082
United	189,132	11,160	*	177,972	17,900,000	.994
West Coast	1,612	24	576	1,012	112,162	.902
Western	11,032	121	1,044	9,867	1,374,359	.718
TOTAL	$1,174,267	$53,940	$66,152	$1,054,175	$101,018,583	1.044%

*Included in Salvage Credits.



From the Cargo Files of the most experienced jetline in the West:

When SYLVANIA ships TV tubes, Continental's Golden Jets enter the picture!

Cutting costs is a prime aim of alert corporate management today. Sylvania reduces warehousing and distribution expense by maintaining a major distribution center near Chicago for its radio and TV picture tubes.

When orders arrive from retail distributors in the Midwest and Rocky Mountain areas, Sylvania ships via Continental Airlines. The Golden Jet 707's assure *fast, on-time arrival* in the Kansas City and Denver gateways. Distributors in virtually all areas get *dependable first day delivery* from Chicago.

Continental offers many service advantages for shippers. Cargo is ordinarily accepted for the Golden Jets up to 45 minutes before take-off. Furthermore, you can reserve cargo space on any specific flight... at no extra charge to you.

Interested in delivery efficiency? Continental has a unique way to *prove* the reliability and speed of Golden Jet service to you. For information, ask your local Continental Cargo Manager or write: Mr. Lee Slay, Director, Cargo Sales, Continental Airlines, Stapleton Field, Denver 7, Colorado.

CONTINENTAL AIRLINES
AIRFREIGHT

NEW! *Continental jet cargo service on the Los Angeles-Phoenix-El Paso-San Antonio-Houston route, effective June 11. Six Golden Jet flights daily between Los Angeles and Houston! Plus fast, frequent jet schedules between Los Angeles-Denver-Kansas City-Chicago.*

AIR CARGO GUIDE SECTION - AUGUST, 1961

OFFICIAL REFERENCE OF THE AIR TRAFFIC CONFERENCE OF AMERICA

TABLE OF CONTENTS

AIRCRAFT CHARTS—Dimensional limits per shipment .... G-17—G-25
AIRLINES DECODING G-48
AIRWAYBILL PREFIX NUMBERS G-48
ANIMALS (Carrier's Conditions of Acceptance) .... G-26—G-28
CODES and SYMBOLS G-45
EMBARGOES G-16
FLIGHT SCHEDULES—DOMESTIC and INTERNATIONAL .. G-31—G-45
GREYHOUND (AIR-BUS-AIR) INTERCHANGE G-16
PICK UP and DELIVERY .... G-2—G-15
MAXIMUM FLOOR BEARING WEIGHT PER PIECE (Pounds per square feet) G-46
MAXIMUM WEIGHT PER PIECE BY AIRCRAFT G-47
TELEPHONE NUMBERS (Air Freight Information) .... G-2—G-15
UNUSUAL SHIPMENTS (Conditions of Acceptance) .... G-29—G-30
U. S. A. and CANADIAN CITY DIRECTORY .... G-2—G-15

See JULY PART II FOR LISTINGS BELOW

AIRCRAFT CHARTS 63
AIR MAIL
- U. S. – DOMESTIC AIR PARCEL POST 2
- First Class Air Mail Rates 87
- U. S. International Air Parcel Post 88

AIR EXPRESS 3
AIR FREIGHT 3
- CONVERSION TABLES – Currency 8
- Pounds to kilograms and kilograms to pounds 7
- Kilogram rate to pound rate 6

CARRIERS TERMS
- Acceptance of Live Animals and Unusual Shipments 24
- Acceptance of Human Remains 25
- Acceptance of Perishables 25
- Acceptance of Unusual Shipments 25

DOCUMENTARY REQUIREMENTS (By Country) 10
INTERNATIONAL STATION DIRECTORY 35
RATES
- Alaskan General Commodity 34
- Minimum Charges (U. S. Domestic Scheduled Carriers) 34
- Specific Commodity – Transatlantic 83
  Transpacific 86
  U. S. A. – Latin America 82
- U. S. A. – Alaska General Commodity 34
- U. S. A. Domestic General Commodity 26
- World Wide General Commodity 72
- Valuation Charges and Insurance (International) 5

RESTRICTED ARTICLES AND LABELS 22

This directory provides air cargo information for every U. S. and some Canadian cities served by the scheduled airlines. The information is presented under the following headings:

LOCATION. City and State. Also included is the location of military installations and the nearest airline city to the military location.
Every city listed has BOTH AIR FREIGHT and AIR EXPRESS service unless indicated otherwise by , express only, or , freight only.

CODE. The three-letter city code as used by the aviation industry.

CARRIERS. The code of each carrier serving each point is shown. Carrier codes are decoded on page G-48.

TELEPHONE. Provides the air express number and the air freight number for each carrier at each point.

MAXIMUM WEIGHT The maximum weight per piece each carrier will handle in each city WITHOUT ADVANCE ARRANGEMENT. Heavier pieces can be handled when advance arrangements are made.

AIRCRAFT. The type of aircraft each carrier operates into each point is shown by a chart number. The charts show maximum dimensions of packages which will be accepted WITHOUT ADVANCE ARRANGEMENT.

PICK UP AND DELIVERY. Pick up and delivery rates shown apply to AIR FREIGHT SHIPMENTS ONLY. Air Express service includes pick up and delivery.

SURFACE AND CUSTOMS FACILITIES.
Availability of Rail Express service is indicated by:
R - available at the airport and city
Rc - available at the city only

Availability of motor freight service is indicated by:
T - available at the airport and the city
Tc - available at the city only

Greyhound Bus Company's cargo interchange cities are indicated by G.

Customs facilities are shown as:
A - available at airport only
C - available in city only
AC - available at both airport and city

A three-letter city code indicates nearest Customs Port of Entry.

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
ABERDEEN, N.C.	SOP	AIRX	WI 4-1412					
		PI	OX 2-8941	See Pinehurst, N. C.				
ABERDEEN, S.D.	ABR	AIRX	2782					
		NO	BA 5-5463	200	3	No Service		Rc T MSP
ABERDEEN, WASH.	HOM	AIRX	AB 98					
		WC	GE 8-6661	150	3	.55	1.10	Rc T C
ABERDEEN PROVING GROUND, MD.		.....	See Baltimore, Md.					
ABILENE, TEX.	ABI	AIRX	OR 4-4351					
		CO	OR 3-2587	200	9,3	.55	1.10	R T G DAL
ADA, OKLA.	ADH	AIRX	FE 2-5045					
		CN	FE 2-5787	200	3	No Service		Rc Tc DAL
ADAIR A.F.B., ORE.		.....	See Albany, Ore.					
AKRON, OHIO	CAK	AIRX	HE 4-9131					
		AA	TY 6-2315	250	9	.65	1.75	Rc T AC
		EA	TY 6-2344	200	9,19	"	"	" " "
		FT	TY 6-2353	Served through Cleveland, Ohio				
		LC	89-62515	150	3,9	"	"	" " "
		UA	CA 9-8141	400	6,5,3, 4,22	"	"	" " "
ALAMAGORDO, N.M.	HMN	AIRX	HE 7-3420					
		CO	HE 7-5710	200	22	.55	1.20	Rc T ELP
ALAMEDA, N.A.S., CALIF.		.....	See Oakland, Calif.					
ALAMOSA, COLO.	ALS	AIRX	JU 9-4431					
		FL	JU 9-6311	200	3	No Service		Rc T DEN
ALBANY, GA.	ABY	AIRX	HE 6-2406					
		EA	HE 2-0525	200	9,19	.45	.95	Rc T DHN
		SO	HE 6-2418	100	3	"	"	" " "
ALBANY, N.Y.	ALB	AIRX	HO 3-4131					
		AA	UN 9-5321	500	9,5	.60	1.40	Rc Tc G AC
		EA	UN 9-5361	200	7,19,52	"	"	" " "
		FT	AL 4-8223	Served through Newark, N. J.				
		MO	UN 9-5339	200	9,3	.60	1.40	Rc Tc G AC
		TW	UN 9-5379	250	8	"	"	" " "
ALBANY, ORE.	CVO							
		WC	FL 3-4232	150	3	No Service		Rc T PDX
ALBUQUERQUE, N.M.	ABQ	AIRX	CH 3-7131					
		CO	CH 2-5219	200	3,22	.55	1.25	R T G ELP
		FL	CH 7-1473	200	3,9	"	"	" " "
		TW	CH 2-5271	400	8,7,50	"	"	" " "
ALEXANDRIA, LA.	AEX	AIRX	2-7481					
		DL	4471	300	9	.75	1.50	Rc Tc BTR
		TT	HI 5-6341	150	3,9	"	"	" " "
ALLENTOWN, PA.	ABE	AIRX	HE 4-7156					
		EA	CO 4-2865	200	19,52	.60	1.60	R T G PHL
		TW	CO 4-0597	250	8	"	"	" " "
		UA	CO 4-0512	200		"	"	" " "
ALLIANCE, NEB.	AIA	AIRX	406					
		FL	421	200	3	No Service		Rc Tc DEN
ALPENA, MICH.	APN							
		NO	EL 4-3174	200	9	No Service		Rc Tc
ALPINE, TEX.	MRF	AIRX	TE 7-2514					
		TT	.....	...	.....	No Service		.....
ALTOONA, PA.	AOO	AIRX	WI 4-7191					
		AL	OW 5-2044	200	3	.60	1.85	Rc G PIT
ALTUS, A.F.B., OKLA.		.....	See Lawton, Okla.					
AMARILLO, TEX.	AMA	AIRX	DR 6-6388					
		BN	DR 6-9373	500	9,5,52	.80	1.35	Rc Tc G DAL
		CN	DR 3-5830	200	3	"	"	" " "
		CO	DR 3-4326	200	22	"	"	" " "
		TW	DR 2-5517	250	8,7	"	"	" " "

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
ANAHEIM, CALIF. (E)	ANA	AIRX	KE 5-6850					
		LX	KE 5-2633	200	20	...	....	Rc LAX
ANCHORAGE, ALAS.	ANC							
		AS	2-0131	1000	3,4	1.00	2.00	R T AC
		CD	.....	...	3	"	"	" " "
		NW	BR 2-6681	300	53b,6	"	"	" " "
		PN	27531	...	16,4,8	"	"	" " "
ANDERSON, S.C.	AND	AIRX	CA 4-1071					
		EA	CA 4-0231	200	19,9	.40	.85	Rc T G ATL
ANN ARBOR, MICH.		AIRX	NO 2-449	See Detroit, Mich.				
ANNETTE ISLAND	KTN	PAA	.....	550	6			
ANNISTON ORDANCE DEPOT,	ALA.	.....	See Anniston, Ala.					
ANNISTON, ALA.	ANB	AIRX	AD 7-1756					
		SO	AD 8-1291	100	3	.65	1.35	.....
APPLE VALLEY, CALIF.	APV							
		BL	AV 7-7209	200	54	No Service		T LAX
APPLETON, WISC.	ATW	AIRX	RE 3-1515					
		NO	RE 9-1133	200	3	.70	1.35	.....
ARCATA, CALIF.	ACV	AIRX	HI 3-0115					
		PC	TE 9-1521	200	3,19,54	.80	1.60	.....
ARDMORE, OKLA.	AFD	AIRX	369					
		GN	141	200	3	No Service		Rc Tc DAL
ARLINGTON HALL STATION, VA.		.....	See Washington, D. C.					
ARNOLD A.F.B., TENN.		.....	See Tullahoma, Tenn.					
ASHEVILLE, N.C.	AVL	AIRX	AL 3-4707					
		DL	AL 2-7601	200	9	.60	1.20	R Tc G INT
		PI	25-2-5061	100	3	"	"	" " " "
		UA	AL 2-2404	150		.60	1.20	" " " "
ASHLAND, KY.	HTW	AIRX	EA 4-4750					
		AL	325-2683	200	19	.50	1.65	.....
		EA	3-9476	200	19	"	"	.....
		PI	EA 4-8907	100	3	"	"	.....
ASHLAND, WISC.	ASX	AIRX	MU 2-6363					
		NO	MU 2-6653	200	3	No Service		.....
ASTORIA, ORE.	AST	AIRX	FA 5-4841					
		WC	WA 1-2551	150	3	No Service		Rc T C
ATHENS, GA.	AHN	AIRX	LI 6-0351					
		SO	LI 8-1364	100	3	.70	1.45	Rc T ATL
ATLANTA GENERAL DEPOT, GA.		.....	See Atlanta, Ga.					
ATLANTA, GA.	ATL	AIRX	PO 1-7751					
		DL	PO 6-5315	6000	9,5,10,8, 19,1a,53a,55	.50	1.60	R T C
		EA	767-7436	6000	7,23,53b, 10,19,9,52	"	"	" " "
		NW	PO 7-9756	200	52	"	"	" " "
		RD	PO 6-2711	6000	1,2	"	"	" " "
		SO	PO 6-5321	200	3	"	"	" " "
		TW	PO 6-9655	250	7	"	"	" " "
		UA	PO 1-8811	250	50c,22,5,6	"	"	" " "
ATLANTIC CITY, N.J.	ACT	AIRX	4-6111					
		AL	MI 1-2458	200	3,19	.80	2.10	R T PHL
		EA	PL 2500	200	19	"	"	" " "
AUBURN, ME.	LEW	AIRX	784-4423					
		NE	783-2031	See Lewiston, Me.				
AUGUSTA, GA.	AGS	AIRX	PA 2-4628					
		DL	PA 2-8814	300	9	.75	1.50	Rc T G ATL
		EA	PA 2-4684	200	19	"	"	" " " "
AUGUSTA, ME.	AUG	AIRX	MA 2-0181					
		NE	MA 2-1351	200	3	.50	1.00	R Tc PWM

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
AUSTIN, TEX.	AUS	AIRX	GR 8-7339					
		BN	HO 5-5461	200	5,9	.50	1.25	R Tc G SAT
		CO	HO 5-6515	200	3,22	"	"	" " " "
		TT	HO 5-6538	150	3	"	"	" " " "
BAIE COMEAU, P.Q.	YBC							
		QBA	.....	400	3	...	....	.....
BAINBRIDGE NAVAL TRAINING CENTER, MD.			See Baltimore, Md.					
BAKER, ORE.	BKE	AIRX	JA 3-2313					
		WC	JA 3-5744	150	3	No Service		Rc Tc PDX
BAKERSFIELD, CALIF.	BFL	AIRX	FA 4-9661					
		PC	EX 9-1771	200	3,19,54	.40	.95	R Tc G LAX
		UA	EX 9-2921	300	9	"	"	" " " "
BALTIMORE, MD.	BAL	AIRX	SA 7-0600					
		AA	SA 7-3210	6000	9,15,50	.75	1.60	R T G C
		AL	SO 6-1010	200	3,9,19	"	"	" " " "
		DL	SO 6-2100	200	8,55	"	"	" " " "
		EA	SO 6-2244	200	19,10,52,7	"	"	" " " "
		LC	SO 1-4800	150	3,9	"	"	" " " "
		NA	SO 1-0603	200	9,6,5	"	"	" " " "
		NE	SO 1-3000	200	55	"	"	" " " "
		NW	SO 1-4100	300	55,50c	"	"	" " " "
		PAA	MU 5-1630	1100	50,53	"	"	" " " "
		TW	SO 1-1500	400	7,8,50	"	"	" " " "
		UA	SO 1-0705	400	50c, 53, 4,22,5,6	"	"	" " " "
		RD	WI 5-6020	6000	.....	"	"	" " " "
BANGOR, ME.	BGR	AIRX	7391					
		NE	7314	200	3,6,22	.55	1.10	R T C
BAR HARBOR, ME.	BHB	AIRX	AT 8-5575					
		NE	NO 7-2573	200	Seasonal	No Service		R C
BARRE, VT.	MPV	AIRX	CA 3-7101					
		NE	CA 3-2395	See Montpelier, Vt.				
BARTLESVILLE, OKLA.	BVO	AIRX	FR 6-4192					
		CN	636	200	3	.55	1.10	Rc Tc MKC
		CO	FE 6-7147	200	3	"	"	" " "
BATON ROUGE, LA.	BTR	AIRX	DI 2-8838					
		DL	EL 5-4491	300	9	.55	1.25	Rc Tc G C
		EA	EL 5-2581	200	9,10	"	"	" " " "
		SO	EL 7-1488	100	3	"	"	" " " "
BATTLE CREEK, MICH.	BTL	AIRX	WO 3-9027					
		NO	WO 3-2611	200	3,9	.55	1.20	R
BAY CITY, MICH.	MBS	AIRX	TW 3-6391					
		NO	695-4001	...	.....	.55	1.20	.....
BEAUFORT, N.C.	MRH							
		PI	PA 8-4734	Seasonal	See Moorehead City N.C.			
BEATRICE, NEB.	BIE	AIRX	CA 3-4207					
		FL	CA 3-5312	200	3	No Service		CMA
BEAUMONT, TEX.	BPT	AIRX	2-0275					
		DL	TE 5-7541	300	9	.55	1.50	Rc Tc G C
		EA	TE 5-4573	200	9,10	"	"	" " " "
		TT	TE 5-1425	150	3	"	"	" " " "
BEAVER DEPOT ACTIVITY, ORE.			.....	See Portland, Ore.				
BECKLEY, W.VA.	BKW	AIRX	CL 3-8012					
		PI	CL 2-2314	100	3	No Service		Rc Tc CVG
BEEVILLE, TEX.	NIR	AIRX	FL 8-4137					
		TT	FL 8-4727	150	3	No Service		Rc
BELLE MEAD GENERAL DEPOT, N.J.			.....	See Newark, N. J.				
BELLEFONTE, PA.	PSB	AIRX	EL 5-2030					
		AL	EL 5-4797	200	See Philipsburg, Pa.			
BELLINGHAM, WASH.	BLI	AIRX	RE 3-5430					
		WC	RE 4-4800	150	3	No Service		Rc Tc AC
BELOIT, WISC.	JVL	AIRX	1400					
		NO	EM 5-3473	200	3	.80	1.60	Rc Tc
BEMIDJI, MINN.	BJI	AIRX	EM 5-8949					
		NO	PL 1-5009	200	3	No Service		Rc Tc
BEND, ORE.	RDM	AIRX	EV 2-3071					
		WA	CO 9902	150	3	No Service		Rc Tc PDX
BENICIA ARSENAL, CALIF.			.....	See San Francisco, Calif.				
BENTON A.F.S., PA.			.....	See Scranton, Pa.				
BENTON HARBOR, MICH.		AIRX	WA 5-1173					
		NO	WA 7-3118	200	3	.75	1.50	Rc Tc
BERLIN, N.H.	BML	AIRX	211					
		NE	MI 2011	200	Seasonal			R LWM
BETHLEHEM, PA.	ABE	AIRX	UN 7-5017	See Allentown, Pa.				
BETHEL, ALAS.		NC	.....	...	.....	.35	.50	.....
BIG SPRING, TEX.	BGS	AIRX	AM 4-8621					
		CO	AM 4-8971	200	3	.45	1.10	Rc Tc G SAT
BIGGS AFB., TEX.			.....	See El Paso, Tex.				
BILLINGS, MONT.	BIL	AIRX	4-4116					
		FL	AL 2-3466	200	3	.50	1.25	R T G GTF
		NW	AL 2-7161	200	6,52	"	"	" " " "
		WA	AL 2-5161	200	6	"	"	" " " "
BILOXI, MISS.		AIRX	ID 6-6447					
		SO	UN 4-2323	See Gulfport, Miss.				
BINGHAMTON, N.Y.	BGM	AIRX	RA 2-7266					
		EA	9-1544	200	19	.50	1.00	Rc Tc G SYR
		FL	BI 9-1591	10000	23	"	"	" " " "
		MO	7-1263	200	9,3	"	"	" " " "
		TW	9-1576	250	8	"	"	" " " "
BIRMINGHAM, ALA.	BHM	AIRX	FA 4-7521					
		DL	LY 2-9605	400	9,5,7	.75	1.50	R T C
		EA	WO 1-4631	200	19,9,10,52	"	"	" " "
		SO	WO 1-3737	100	3	"	"	" " "
		UA	WO 1-6192	250	22	"	"	" " "
BISMARK, N.D.	BIS	AIRX	CA 3-2272					
		FL	CA 3-3272	200	3	No Service		R T MSP
		NO	CA 3-9640	200	3	"	"	" " "
		NW	CA 3-7400	200	6,52	"	"	" " "
BLACK HILLS ORDANCE DEPOT, S.D.			.....	See Rapid City, S. D.				
BLOOMINGTON, ILL.	BMI	AIRX	4-3039					
		OZ	5-2840	200	3,54	.55	1.35	.....
BLOOMINGTON, IND.	BMG	AIRX	3-738					
		LC	VA 5-2611	150	3	.55	1.35	Rc T
BLUE GRASS ORDANCE DEPOT, KY.			.....	See Lexington, Ky.				
BLUEFIELD, W. VA.	BLF	AIRX	DA 7-9217					
		PI	DA 7-6141	100	3	.55	1.10	Rc G INT
BLYTHE, CALIF.	BLH	AIRX	1811					
		BL	1-1131	200	54	No Service		Rc Tc SAN
BOISE, IDA.	BOI	AIRX	4-3556					
		UA	BO 3-2521	400	5,6,10	.40	1.00	Rc T G GEG
		WC	BO 3-1049	150	3	"	"	" " " "
BORGER, TEX.	BGD	AIRX	BR 3-6311					
		CN	BR 3-2818	200	3	No Service		Rc T DAL
BOSTON, TEX.	BOS	AIRX	LO 7-1977					
		AA	LI 2-5470	6000	9,5,15,10 52,50	.75	1.50	R T G AC
		AET	HU 2-2025	550	7	...	....	.....
		AL	LO 7-6107	200	9,19	.75	1.50	R T G AC
		AF	CO 7-5350	200	7	"	"	" " " "
		AZ	LI 7-1200	440	15,53c	...	....	" " " "
		BOAC	HA 6-4105	220	11,8	...	....	" " " "
		EA	LO 7-4466	200	7,10,52, 55,53b	.75	1.50	" " " "
		FT	LO 7-6161	10000	23	"	"	" " " "
		MO	LO 7-6600	200	9,3	"	"	" " " "
		NA	LO 7-7600	200	5,52	"	"	" " " "
		NE	LO 7-8300	200	3,6,22,55	"	"	" " " "
		PAA	HU 2-1747	5500	10,53,50,15	"	"	" " " "
		RD	LO 7-1922	6000	1	"	"	" " " "
		TC	LI 2-6070	300	22	"	"	" " " "
		TW	CO 7-7225	400	8,55,50	"	"	" " " "
		UA	LO 7-4500	6000	10,15,6, 53,50c,5	"	"	" " " "
BOULDER CITY, NEV.	BLD		.....	See Las Vegas, Nev.				
BOWLING GREEN, KY.	BWG	AIRX	VI 3-6711					
		EA	VI 2-1601	200	19,9	.40	.60	R T G BNA
BOZEMAN, MONT.	BZN	AIRX	JU 6-9666					
		NW	JU 6-6026	200	6	No Service		Rc Tc GTF
BRADENTON, FLA.	SRQ	AIRX	BR 3-6601					
		EA	6-6119	See Sarasota, Fla.				
BRADFORD, PA.	BFD	AIRX	4114					
		AL	FO 2-5558	200	3,19	.65	1.90	Rc
BRADY, TEX.	BBD	AIRX	7464					
		TT	2110	200	3	No Service		Rc
BRAINERD, MINN.	BRD	AIRX	829-4422					
		NO	829-4701	200	3	No Service		Rc Tc
BRANDON, MAN.	YBR	TC	5328	200	3	.50	1.00	Rc Tc C
BRIDGEPORT, CONN.	BDR	AIRX	ED 4-5131					
		AL	DR 8-4407	200	9,19	.60	1.35	R G C
BRISTOL, VA.	TRI	AIRX	NO 9-5721					
		PI	SO 4-2123	100	3	.50	1.10	Rc Tc G INT
		SO	SO 4-3149	200	3	"	"	" " " "
		UA	SO 4-6101	150	22	"	"	" " " "
BREMERTON NAVAL AMMUNITION DEPOT, WASH.			See Seattle, Wash.					
BROOKE ARMY HOSPITAL, TEX.			.....	See San Antonio, Wash.				
BROOKINGS, S.D.	BKX	AIRX	MY 2-2119					
		MO	MY 2-2721	200	3	No Service		R Tc CMA
BROOKLEY A.F.B., ALA.			.....	See Mobile, Ala.				
BROOKS A.F.B., TEX.			.....	See San Antonio, Tex.				
BROWNSVILLE, TEX.	BRO	AIRX	LI 2-3553					
		BN	LI 2-7431	200	9	.35	.85	R T AC
		EA	LI 6-1694	200	9	"	"	" " "
		PAA	2-5360	550	4	"	"	" " "
BROWNWOOD, TEX.	BWD	AIRX	MI 3-4358					
		TT	MI 5-6882	150	3	.55	1.10	Rc DAL
BRUNSWICK, N.A.S., ME.			.....	See Portland, Me.				
BRUNSWICK, GA.	SSI	AIRX	AM 3-2752					
		DL	ME 8-2531	200	9	.65	1.25	Rc Tc G C
		EA	ME 8-3861	200	19	"	"	" " " "
BRYAN, TEX.	CLL	AIRX	TA 2-2309					
		CO	VI 6-4789	200	3	.55	1.10	Rc Tc G SAT
BUFFALO, N.Y.	BUF	AIRX	FL 9333					
		SO	NF 2-6007	6000	9,5,15,10, 52	.50	1.65	R Tc G AC
		AL	NF 3-4800	200	3	"	"	" " " "
		FT	TR 6-5055	10000	Served through Cleveland, Ohio			
		LC	NF 3-8282	150	3	.50	1.65	R Tc G AC
		MO	NF 2-3000	200	9,3	"	"	" " " "
		UA	NF 2-2240	250	22,3,5,6	"	"	" " " "
BURBANK, CALIF.	BUR	AIRX	TH 6-7197	See Los Angeles, Calif.				
BURLEY, IDA.	BYI	AIRX	OR 8-7182					
		WC	OR 8-7402	150	3	No Service		R T GTF

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Service and Customs Facilities
BURLINGTON ORDANCE PLANT, N.J.		.....	See Philadelphia, Pa.					
BURLINGTON, IA.	BRL	AIRX	FL 4-6549					
		OZ	FL 2-4262	200	3,54	.55	1.60	R Tc FIA
BURLINGTON, VT.	BTV	AIRX	UN 4-9875					
		EA	UN 2-9611	200	19	.80	1.85	R Tc AC
		NE	UN 4-9745	200	3	"	"	" " "
BURNS, ORE.	BNO	AIRX	3751					
		WC	5101	150	3	No Service		Rc Tc PDX
BUTTE, MONT.	BTM	AIRX	BU 3231					
		NW	2-0409	200	6	.55	1.35	R T G GTF
		WA	6555	200	6	"	"	" " " "
CADILLAC, MICH.	RCT							
		NO	EN 7388	See Reed City, Mich.				
CALGARY, ALTA.	YYC	AIRX						
		TC	AM 9-1381	1500	3,7a,13,22	.50	1.00	Rc Tc C
		CP	AM 2-4970	200	9	"	"	" " "
		WA	CR 7-0176	200	6	"	"	" " "
		WC	CR 7-0755	150	54	"	"	" " "
CAMDEN, ARK.	CDN	AIRX	TE 6-3561					
		TT	TE 6-5784	150	3	No Service		Rc
CAMDEN, N.J.	PAL	AIRX	WO 3-0290					
		AL	SA 9-6650	200	See Philadelphia, Pa.			
CAMERON STATION, VA.		.....	See Washington, D. C.					
CAMP DESERT ROCK, NEV.		.....	See Las Vegas, Nev.					
CAMP GARY, TEX.		.....	See Austin, Tex.					
CAMP HALE, COLO.		.....	See Colorado Springs, Colo.					
CAMP HANFORD, WASH.		.....	See Pasco, Wash.					
CAMP HILL, VA.		.....	See Richmond, Va.					
CAMP IRWIN, CALIF.		.....	See Los Angeles, Calif.					
CAMP McCOY, WISC.		.....	See LaCrosse, Wisc.					
CAMP WELLFLEET, MASS.		.....	See Provincetown, Mass.					
CAMP WOLTERS, TEX.		.....	See Ft. Worth, Tex.					
CANTON, OHIO	CAK	AIRX	GL 5-0281					
		LC	HY 9-5154	See Akron, Ohio				
CAMP GIRARDEAU, MO.	CGI	AIRX	ED 5-7541					
		OZ	ED 5-6064	200	3,54	No Service		.....
CAPE MAY, N.J. (E)	WWD	AIRX	WX 2-5390					
		AL	WX 9-250	Seasonal				
CARLISLE BARRACKS, PA.		.....	See Harrisburg, Pa.					
CARLSBAD, N.M.	CNM	AIRX	5-3838					
		CO	TU 5-2992	200	3	No Service		Rc Tc ELP
CASPER, WYO.	CPR	AIRX	237-2034					
		FL	234-7135	200	3,9	.55	1.35	Rc Tc DEN
		WA	235-2721	200	6	"	"	" " "
CASTLEGAR, B.C.	YCG	CP	.....	200	9	.25	.60	Rc Tc
CEDAR CITY, UTHA	CDC	AIRX	JU 6-6812					
		BL	JU 6-9741	200	54	No Service		Rc Tc LAX
CEDAR RAPIDS, IA.	CID	AIRX	EM 3-2647					
		OZ	EM 2-1103	200	3,54	.55	1.10	Rc Tc G CMA
		UA	EM 4-2481	200	6,10,5	"	"	" " " "
CHADRON, NEB.	CRD	AIRX	HE 2-2722					
		FL	HE 2-0055	200	3	No Service		Rc Tc DEN
CHAMPAIGN, ILL.	CMI	AIRX	FL 6-9541					
		OZ	FE 6-7271	200	3,54	.70	1.35	T
CHARLESTON, ILL.	MTO	AIRX	DI 5-6261					
		OZ	AD 4-7100	See Matton, Ill.		.70	1.35	
CHARLESTON, S.C.	CHS	AIRX	SH 7-3637					
		DL	SH 4-2567	300	9	.75	1.50	R Tc G C
		EA	SH 4-3311	200	19,10	"	"	" " " "
		NA	SH 4-4256	400	9,6	"	"	" " " "
CHARLESTON TRANSPORTATION DEPOT., S.C.			See Charleston, S. C.					
CHARLESTON, W.VA.	CRW	AIRX	DI 6-0351					
		AA	DI 6-6204	500	9	.55	1.45	R T G CVG
		EA	DI 6-0308	200	7,19,9	"	"	" " " "
		LC	DI 3-9418	150	3	"	"	" " " "
		PI	DI 6-0691	100	3	"	"	" " " "
		UA	DI 2-8007	250	22,5,6	"	"	" " " "
CHARLOTTE, N.C.	CLT	AIRX	EX 2-1438					
		DL	EX 9-0487	4000	1a,5,10	.50	1.25	R T G INT
		EA	EX 9-3311	500	7,19,9,10,52	"	"	" " " "
		PI	EX 9-3371	100	3	"	"	" " " "
		SO	EX 9-7474	100	3	"	"	" " " "
		UA	EX 9-0773	150	22	"	"	" " " "
CHARLOTTETOWN, P.E.I.	YYG	MAR	7361	500	1,3,4	...	....	R T A
CHARLOTTESVILLE, VA.	CHO	AIRX	2-2439					
		PI	3-5158	100	3	.75	1.50	Rc Tc DCA
CHATTANOOGA, TENN.	CHA	AIRX	AM 6-3214					
		BN	MA 2-3701	200	9	.65	1.30	Rc Tc G C
		DL	OX 8-7623	400	9	"	"	" " " "
		EA	MA 9-6101	200	19,9,7,52	"	"	" " " "
		SO	OX 8-8519	200	3	"	"	" " " "
		UA	MA 9-3103	250	22	"	"	" " " "
CHEROKEE ORDANCE WORKS, PA.		.....	See Williamsport, Pa.					
CHEBOYGAN, MICH.	PLN	AIRX	MA 7-2302					
		NO	MA 7-4572	See Pellston, Mich.				
CHERRY POINT MARINE AIR STATION, N. C.			See New Bern, N. C.					

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Service and Customs Facilities
CHEYENNE, WYO.	CYS	AIRX	638-8914					
		FL	632-0551	200	3,9	.60	1.25	R Tc G DEN
		WA	638-8916	200	6	"	"	" " " "
CHICAGO, ILL.	MDW	AIRX	HA 7-9700					
(MIDWAY AIRPORT)		AA	LU 1-1144	1000	9,5,15,10,52	1.00	2.00	R T G AC
		AF	ST 1-1250	200	7	"	"	" " " "
		BN	PO 7-5028	2000	1,5,52	"	"	" " " "
		CMA	.....	...	5	...	....	" " " "
		CO	GL 5-6310	200	10,22	1.00	2.00	" " " A
		DL	PO 7-1900	6000	9,5,10,1a, 55	"	"	" " " AC
		EA	LU 1-0780	6000	10,19,9,23	"	"	" " " "
		FT	PO 7-8200	10000	23	"	"	" " " "
		LC	PO 7-7180	150	3,9	"	"	" " " "
		LH	AN 3-6670	...	.....	"	"	" " " "
		NO	LU 5-1020	200	3,9	"	"	" " " "
		NW	PO 7-3830	2000	10,6,52,15a	"	"	" " " "
		OZ	LU 5-1952	200	3,54	"	"	" " " "
		RD	LU 2-4040	10000	1,2	"	"	" " " "
		TC	RA 6-3644	500	22	"	"	" " " "
		TW	DE 2-7666	250	8,7	"	"	" " " "
		UA	PO 7-5100	6000	5,15,10,6,4,22	"	"	" " " "
(O'HARE FIELD)	ORD	AIRX	GL 5-4340					
		AA	GL 5-4636	6000	5,9,15,50,50c,52	"	"	Rc T G C
		BA	DE 2-7744	1100	10	"	"	" " " "
		BN	GL 5-4310	500	50,50c	"	"	" " " "
		CO	NA 5-5445	500	50	"	"	" " " "
		DL	NA 5-6602	300	9,52	"	"	" " " "
		EA	RE 5-2211	200	10,52,53a,9	"	"	" " " "
		NO	LU 5-1020	200	3	"	"	" " " "
		NW	GL 5-8650	300	6,10,52,53b,50c	"	"	" " " "
		PAA	DE 2-4924	5500	50,53,15	"	"	" " " "
		TW	DE 2-7666	7500	8,50,55,23	"	"	" " " "
		UA	PO 7-5100	400	5,10,6,53,50c,4,22,56	"	"	" " " "
CHICO, CALIF.	CIC	AIRX	FI 2-0820					
		PC	FI 2-3007	200	3,54	No Service		Rc Tc SFO
CHISHOLM, MINN.	HIB	AIRX	CL 4-2231					
		NO	AM 3-7847	See Hibbing, Minn.				
CHULA VISTA N.A.S., CALIF.		.....	See San Diego, Calif.					
CINCINNATI, OHIO	CVG	AIRX	DI 1-8700					
		AA	DI 1-5600	6000	9,5,10,15,52,50c	.65	1.60	Rc Tc G C
		DL	DI 1-5884	400	9,1a,5,10,19,55	"	"	" " " "
		EA	DI 1-4300	200	10	"	"	" " " "
		LC	DI 1-6808	150	3,9	"	"	" " " "
		PI	GA 1-1315	100	3	"	"	" " " "
		TW	DI 1-8974	250	8	"	"	" " " "
CLARKSBURG, W.VA.	CKB	AIRX	VI 2-3275					
		LC	VI 3-3531	150	3	.75	1.50	Rc Tc PIT
CLARKSTON, WASH.	LWS	AIRX	SH 3-3061					
		WC	SH 3-1545	See Lewiston, Ida.				
CLARKSVILLE, TENN.	CKV	AIRX	MI 7-3921					
		OZ	ID 9-5188	200	3,54	.75	1.50	.....
		SO	431-4976	100	3	"	"	BNA
CLEARFIELD, PA.	PSB	AIRX	PA 5-9351					
		AL	DI 2-1670	See Philipsburg, Pa.				
CLEAR, ALAS.		AS	.....	...	.....	.50	1.00	.....
CLEARWATER, FLA.	PIE	AIRX	CL 3-1389	See St. Petersburg, Fla.				
CLEVELAND, OHIO	CLE	AIRX	CR 1-1947					
		AA	CR 1-5421	6000	9,5,10,50c,15	.85	1.95	R T G AC
		AL	CL 2-0216	200	3,19	"	"	" " " "
		EA	CL 1-8870	200	9,7,19,10	"	"	" " " "
		FT	WI 1-5777	10000	23	"	"	" " " "
		LC	CL 2-5050	150	3	"	"	" " " "
		NO	TO 2-0216	200	9	"	"	" " " "
		NW	WI 1-2442	200	6,52	"	"	" " " "
		RD	CL 2-4270	6000	1	"	"	" " " "
		TC	SU 1-5595	400	22	"	"	" " " "
		TW	WI 1-9700	250	8	"	"	" " " "
		UA	CL 1-5200	6000	5,15,6,10,50c,4,8,22	"	"	" " " "
CLINTON, IOWA	CWI	AIRX	CH 2-6532					
		OZ	CH 3-2122	200	3,54	No Service		Rc
CLINTONVILLE, WISC.	CLI	AIRX	3-3623					
		NO	VA 3-3133	200	3	No Service		Rc Tc
CLOVIS, N.M.	CVS	AIRX	PO 3-7011					
		CO	PO 3-6212	200	22	.45	.95	Rc Tc ELP
CODY, WYO.	COD	AIRX	587-2431					
		FL	587-4644	200	3	No Service		GTF
COEUR D'ALENE, IDA.	COE	AIRX	MO 4-2427					
		WC	MO 4-5313	150	3	No Service		Rc Tc GEG
COLLEGE STATION, TEX.		AIRX	TA 2-2309					
	CLL	CO	VI 6-4789	See Bryan, Texas				
COLORADO SPRINGS, COLO.		AIRX	ME 5-2508					
	COS	BN	ME 4-6321	200	9,5	.75	1.50	R Tc G DEN
		CN	ME 5-1586	200	3	"	"	" " " "
		CO	ME 3-4688	200	3,22,10	"	"	" " " "

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum	Surface and Customs Facilities
COLUMBIA, MO.	CBI	AIRX	GI 3-5457					
		OZ	GI 3-4173	200	3,54	.60	1.20	A
COLUMBIA, S.C.	CAE	AIRX	AL 2-8682					
		DL	4-3186	400	9	.60	1.20	Rc Tc G ATL
		EA	6-1603	200	19	"	"	" " " "
COLUMBUS, GA.	CSG	AIRX	FA 2-5538					
		DL	FA 7-7458	400	9,3	.50	1.25	Rc T G ATL
		EA	FA 7-2625	200	19,9	"	"	" " " "
		SO	FA 4-2493	200	3	"	"	" " " "
COLUMBUS, MISS.	JBS	AIRX	FA 8-3241					
		SO	FA 8-4900	100	3	No Service		.....
COLUMBUS, OHIO	CMH	AIRX	CA 4-9211					
		AA	HE 1-8277	600	9,5	.70	1.75	R Tc G C
		DL	HE 7-2571	300	5	"	"	" " " "
		EA	HE 1-4529	200	7,8,10,19	"	"	" " " "
		LC	HE 5-1195	150	3,9	"	"	" " " "
		PI	HE 7-2585	100	3	"	"	" " " "
		TW	CA 1-7866	250	8,7	"	"	" " " "
		UA	HE 7-3711	200	6,10	"	"	" " " "
CONCORD, N.H.	CON	AIRX	CA 5-5509					
		NE	CA 5-9531	200	3	No Service		R T PWM
COOS BAY, ORE.	OTH	AIRX	CO 7-6218					
		WC	SK 9-1011	See North Bend, Ore.				
CORBIN, KY.	LOZ	AIRX	109					
		PI	VO 4-2250	See London, Ky.				
CORDOVA, ALAS.	CDV	PN	15		... 4,8	1.50	1.50	.....
CORINTH, MISS.	CNH							
		SO	286-8417	100	3	No Service		MEM
CORNING, N.Y.	ELM	AIRX	2-0766	See Elmira, N. Y.				
CORONA, CALIF. (E)	CNF							
		LX	OV 4-4943	200	20	...	....	.....
CORPUS CHRISTI, TEX.	CRP	AIRX	TU 2-7421					
		BN	TU 3-8431	500	9	.55	1.25	R T G C
		EA	TU 4-0331	200	9	"	"	" " " "
		TT	TU 2-7458	150	3	"	"	" " " "
CORTEZ, COLO.	CEZ							
		FL	LO 5-3423	200	3	No Service		Rc DEN
CORVALIS, ORE.	CVO	AIRX	PL 3-8611					
		WC	PL 3-4232	See Albany, Ore.				
CRANBROOK, B.C.	YXC	CP	JU 6-4844	200	9	.25	.60	Rc Tc C
CRESCENT CITY, CALIF.		AIRX	3581					
	CEC	PC	IN 4-3221	200	3,19,54	No Service		Rc Tc OTH
CRYSTAL SPRINGS A.F.S.,	MISS.		.....	See Jackson, Miss.				
CURLEW A.F.S., WASH.			.....	See Spokane, Wash.				
CUT BANK, MONT.	CTB	AIRX	2171					
		WC	WE 8-4163	150	3	.65	1.35	Rc Tc A
DALLAS, TEX.	DAL	AIRX	RI 2-5431					
		AA	FL 7-7391	10000	9,5,15, 10,52,50	.55	1.40	R T G C
				6000	via DL interchange			
		BN	FL 1-5522	6000	1,5,6,9, 10,15,50, 50c	"	"	" " " "
		CO	FL 2-5601	200	9,3	"	"	" " " "
		CN	FL 2-2609	200	3	"	"	" " " "
		DL	FL 2-2631	6000	1a,5,10, 8,53,22, 55	"	"	" " " "
		EA		200	52	"	"	" " " "
		TT	FL 1-5334	150	3	"	"	" " " "
DANVILLE, ILL.	DNV	AIRX	110					
		LC	HI 6-4727	150	3	.65	1.35	Rc
DANVILLE, VA.	DAN	AIRX	SW 2-1811					
		EA	7640	200	19	.55	1.10	Rc Tc G RIC
		PI	SW 2-8571	100	3	"	"	" " " "
DAVENPORT, IA.	MLI	AIRX	3-5133	See Moline, Ill.				
DAWSON CITY, Y.T.	YDA	CP	.....	200	3	.25	.60	Tc C
DAWSON CREEK, B.C.	YDC	CP	55		... 6,9	.25	.60	Rc Tc
DAYTON, OHIO	DAY	AIRX	TW 8-6581					
		AA	TW 8-5511	500	9,5	.60	1.60	Rc T G C
		DL	TW 8-4841	300	10,9	"	"	" " " "
		LC	TW 8-3631	150	3,9	"	"	" " " "
		TW	HE 4053	400	8,7,55	"	"	" " " "
		UA	TW 8-3692	200	10,6	"	"	" " " "
DAYTONA BEACH, FLA.	DAB	AIRX	CL 2-4248					
		EA	CL 3-6341	200	19,9,7	.70	1.50	R T G JAX
		NA	CL 2-0566	200	9,6	"	"	" " " "
DECATUR, ALA.	DCU	AIRX	EL 3-6913					
		SO	EL 3-2690	100	3	.85	1.65	.....
DECATUR, ILL.	DEC	AIRX	4-251					
		OZ	3-7741	200	3,54	.50	1.40	.....
DELTA, COLO.		FL	.....	...	.....	No Service		.....
DENISON, TEX.	SWI	CN	.....	See Sherman, Tex.				
DENVER, COLO.	DEN	AIRX	TA 5-6219					
		BN	EA 2-7761	500	5,9,52 50,50c	.65	1.50	R T G C
		CN	DE 3-4228	200	3	"	"	" " " "
		CO	EA 2-7771	200	3,5,10, 22,50	"	"	" " " "
		FL	FL 5-3415	200	3,9	"	"	" " " "
		TW	DU 8-1606	400	8,7,55	"	"	" " " "
		UA	DE 3-7792	6000	15,6,10, 53,50c,5	"	"	" " " "
		WA	EA 2-1833	200	6,50,52	"	"	" " " "
DES MOINES, IA.	DSM	AIRX	AT 2-1864					
		BN	CH 3-0711	500	9,5	.55	1.25	R T G CMA
		OZ	AT 8-3654	200	3,54	"	"	" " " "
		UA	AT 4-6711	200	6,5,10	"	"	" " " "
DETROIT ARSENAL, MICH.			.....	See Detroit, Mich.				
DETROIT, MICH. (WILLOW RUN)	YIP	AIRX	HU 2-0888					
		EA	LO 3-8400	200	9,7,10, 19	.75	1.85	R T AC
		LC	HU 2-8481	150	3,9	"	"	" " "
		MD	HU 3-3410	200	9,3	"	"	" " "
		NO	HU 2-0620	200	3,9	"	"	" " "
		TW	WO 2-7272	400	8,7,50	"	"	" " "
		UA	HU 3-3440	6000	6,10,15,5, 53,4,8,22	"	"	" " "
(METROPOLITAN)	DTW	AIRX	CR 8-5064					
		AA	HU 2-6890	6000	9,5,15,10, 52,50	.75	1.85	R T G C
		AL	WH 1-2900	200	3,19	"	"	" " " "
		BOAC	WO 1-8400	2100	50	"	"	" " " "
		DL	CR 4-1500	400	53,5,9	"	"	" " " "
		FT	LO 2-9520	10000	23	"	"	Rc " " AC
		NW	LO 2-3414	2000	6,10,52, 15a,50c	"	"	R " " "
		PAA	WO 3-0800	5500	50,53,15	"	"	" " " "
		RD	CR 8-1300	6000	1	"	"	Rc " " "
DEVILS LAKE, N.D.	DVL	AIRX	2-3313					
		NO	MO 2-2721	200	3	No Service		Rc Tc
DICKINSON, N.D.	DIK	AIRX	224-3989					
		FL	224-5372	200	3	No Service		R Tc GKF
DICKINSON A.F.S., N.D.			.....	See Dickinson, N. D.				
DISNEYLAND, CALIF. (E)		LX	KE 5-2633	200	20	...	....	.....
DODGE CITY, KAN.	DDC	AIRX	HU 3-4221					
		CO	HU 3-3321	200	3	.70	1.35	Rc Tc G MKC
DONALDSON A.F.B., S.C.			.....	See Greenville, S. C.				
DOTHAN, ALA.	DHN	AIRX	DO 2-8160					
		EA	5-1200	200	19	.55	1.10	R T G PFN
		SO	SY 2-2075	100	3	"	"	" " " "
DOUGLAS, ARIZ.	DUG	AIRX	EM 4-3251					
		AA	EM 4-3437	250	5	.35	.75	Rc Tc G C
DOVER, OHIO	PHD	AIRX	4-2985	See New Philadelphia, Ohio				
		LC	NP 4-2729	150	3	...	....	.....
DOW A.F.B., ME.			.....	See Bangor, Me.				
DUBOIS, PA.	PSB	AIRX	371-3020					
		A:	DA 8-2600	200	3,19	.90	1.65	Rc PHL
DUBUQUE, IA.	DBQ	AIRX	2-3694					
		OZ	3-9441	200	3,54	.70	1.60	Rc T
DUGWAY PROVING GROUND, UTAH			.....	See Salt Lake City, Utah.				
DULUTH, MINN.	DLH	AIRX	RA 2-4423					
		NO	RA 7-8747	200	3,9	.75	1.60	Rc Tc
DUNCAN, OKLA.	DUC	AIRX	707					
		CN	AL 5-5800	200	3	No Service		R Tc DAL
DURANGO, COLO.	DRO	AIRX	CH 7-3874					
		FL	CH 7-2395	200	3,9	.70	1.45	Rc Tc DEN
DURHAM, N.C.	RDU	AIRX	6-171					
		EA	3-9241	200	7,9,52	.70	1.45	Rc T G C
		PI	596-2181	100	3	"	"	" " " "
DYERSBURG, TENN.	DYR							
		SO	AT 5-6301	100	3	No Service		MEM
EARLTON, ONT.	YXR	TC	48	200	22	No Service		Rc Tc
EASTON, PA.	ABE	AIRX	HL 8-7128	See Allentown, Pa.				
EAU CLAIRE, WISC.	EAU	AIRX	TE 2-1658					
		NO	TE 4-1244	200	3,9	No Service		.....
EDGEWOOD ARSENAL, MD.			.....	See Baltimore, Md.				
EDINBURG, TEX.	MMK	AIRX	DU 3-2512					
		TT	MU 6-3707	150	3	No Service		Rc
EDMONTON, ALTA.	YXD	TC	28131	1000	13,3,12, 22,7a	.50	1.00	Rc Tc C
		NW	299-7272	200	6,10	"	"	" " "
		WA	299-7266	200	6	"	"	" " "
		CP	59-4171	1000	1,3,9	"	"	" " "
EDWARDS A.F.B., CALIF.			.....	See Lancaster, Calif.				
EGLIN A.F.B., FLA.		AIRX	EG 2-3268					
		SO	2-4282	200	3	.80	1.60	.....
EL CENTRO, CALIF.	IPL	AIRX	EL 2-1052					
		BL	EL 2-4218	200	54	.65	1.30	Rc Tc SAN
EL DORADO, ARK.	ELD	AIRX	UN 3-5767					
		TT	UN 3-7273	150	3	.50	1.00	Rc MEM
ELIZABETH CITY, N.C.		AIRX	2-594					
	ECG	PI	6-238	100	3	.45	1.10	Rc Tc C
ELKINS, W.VA.	EKN	AIRX	734-R					
		LC	820	150	3	No Service		Rc PIT
ELKO, NEV.	EKO	AIRX	8-5613					
		UA	RE 8-5121	200	9	No Service		Rc T SFO
ELLINGTON A.F.B., TEX.			.....	See Houston, Tex.				
ELMIRA, N.Y.	ELM	AIRX	RE 4-8138					
		MD	RE 9-3656	200	3	.40	1.10	Rc Tc G SYR
		UA	RE 9-3686	150	3	"	"	" " " "
EL PASO, TEX.	ELP	AIRX	PR 2-4491					
		AA	PR 8-3301	600	5,10,52,50	.50	1.25	R Tc G AC
		CO	PR 8-1951	400	3,5,6,22, 10	"	"	" " " "
		TT	3-1233	150	3	"	"	" " " "
ELY, NEV.	ELY	AIRX	AM 4-4478					
		UA	AM 4-4478	200	9	.70	1.25	Rc T SFO
ENID, OKLA.	WDG	AIRX	AD 7-5799					
		CN	AD 4-5474	200	3	No Service		Rc Tc MKC
EPHRATA, WASH.	EPH	AIRX	SK 4-4311					
		WC	SK 4-2522	150	3	No Service		Tc GEG
ERIE ORDANCE DEPOT, OHIO			.....	See Toledo, Ohio				

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
ERIE, PA.	ERI	AIRX	GL 2-3623					
		AL	TE 3-9864	200	3,19	.60	1.35	Rc T G C
		LC	TE 8-2034	150	3	"	"	" " " "
		MO	TE 3-7754	200	9	"	"	" " " "
ESCANABA, MICH.	ESC	AIRX	397					
		NO	ST 6-1362	200	3	No Service		Rc Tc
ETHAN ALLEN A.E.B., VT.			.....	See Burlington, Vt.				
EUGENE, ORE.	EUG	AIRX	DI 5-8716					
		UA	DI 4-4221	300	9	.45	.95	R T G OTH
		WC	DI 5-8506	150	3	"	"	" " " "
EUREKA, CALIF.	ACV	AIRX	HI 3-0115					
		PC	TE 9-1521	200	3,19,54	.80	1.60	Rc Tc C
EVANSVILLE, IND.	EVV	AIRX	HA 5-7285					
		DL	HA 4-4771	300	9	.55	1.60	R T G C
		EA	HA 2-7880	200	52,19,10	"	"	" " " "
		LC	HA 3-7746	150	3	"	"	" " " "
FAIRBANKS, ALAS.	FAI	AIRX						
		AS	4220	1000	3,5	1.00	2.00	.....
		NC	.....	...	.....	"	"	.....
		PAA	3262	1100	6,50,53	"	"	.....
FAIRMONT, MINN.	FRM	AIRX	402					
		NO	235-6609	200	3	No Service		MSP
FAIRMONT, W.VA.	CKB	AIRX	196-W-1					
		LC	2246	See Clarksburg, W. Va.				
FALLBROOK NAVAL AMMUNITION DEPOT, CALIF.				See San Diego, Calif.				
FALL RIVER, MASS.	EWB	AIRX	OS 7-9341					
		NE	OS 6-1101	See New Bedford, Mass.				
FARGO, N.D.	FAR	AIRX	AD 5-5503					
		NW	AD 5-4277	200	6	No Service		R T MSP
		NO	AD 2-3234	200	3	"	"	" " "
FARMINGTON, N.M.	FMN	AIRX	DA 5-2732					
		FL	DA 5-0681	200	3,9	No Service		Rc Tc DEN
FAYETTEVILLE, ARK.	FYM	AIRX	HI 2-2641					
		CN	HI 2-7306	200	3	.50	1.10	T MKC
FAYETTEVILLE, N.C.	FAY	AIRX	HE 2-7171					
		NA	HE 2-8157	200	9	.55	1.10	Rc T G RDU
		PI	HE 2-4171	100	3	"	"	" " " "
FINDLAY, OHIO		AIRX	GA 2-0561					
		LC	422-7313	150	3	.80	1.60	.....
FITCHBURG, MASS.	FIT	AIRX	DI 2-4032					
		NE	2-6785	200	3	No Service		R Tc OBH
FLAGSTAFF, ARIZ.	FLG							
		HL	PR 4-7373	200	54	No Service		Rc DUG
		FL	PR 4-6601	200	3	"	"	" "
FLINT, MICH.	FNT	AIRX	CE 2-3167					
		NO	CE 8-9667	200	9	.55	1.60	Rc YIP
		UA	CE 5-4037	250	22,6	"	"	" "
FLORENCE, ALA.	MSL	AIRX	AT 2-3201					
		EA	EV 3-3521	See Sheffield, Ala.				
FLORENCE, S. C.	FLO	AIRX	MO 9-6355					
		EA	MO 2-2582	200	19	.55	1.10	Rc T G CHS
FONTANA, CALIF. (E)	FON	AIRX	VA 2-1547					
		LX	.....	200	20	No Service		.....
FORDLAND A.F.S., MO.			.....	See Springfield, Mo.				
FORESTVILLE, P.Q.	YFE	CP	.....	400	1,3,6,9	...	....	.....
FORT BAKER, CALIF.			.....	See San Francisco, Calif.				
FORT BANKS, Mass.			.....	See Boston, Mass.				
FORT BELVOIR, VA.			.....	See Washington, D. C.				
FORT CAMPBELL, TENN.			.....	See Clarksville, Tenn.				
FORT DETRICK, MD.			.....	See Baltimore, Md.				
FORT DEVENS, MASS.			.....	See Worcester, Mass.				
FORT DIX, N.J.			.....	See Philadelphia, Pa.				
FORT DODGE, IA.	FOD	AIRX	5-8611					
		OZ	5-0431	200	3,54	No Service		.....
FORT EUSTIS, VA.			.....	See Newport News, Va.				
FORT GOOD HOPE, NWT		CP	.....	200	1,3,6,9	...	....	.....
FORT GORDON, GA.			.....	See Augusta, Ga.				
FORT HANCOCK, N.J.			.....	See Newark, N. J.				
FORT HOOD, TEX.			.....	See Temple, Tex.				
FORT HUACHUCA, ARIZ.			.....	See Douglas, Ariz.				
FORT LAUDERDALE, FLA.		AIRX	JA 2-4701					
	FLL	NE	JA 4-8631	200	6,55	.90	1.80	Rc T AC
		EA	JA 3-8546	200	10	"	"	" " "
		NA	JA 4-2503	200	6	"	"	" " "
		NW	JA 4-2064	200	52	"	"	" " "
FORT LEAVENWORTH, KAN.			.....	See Kansas City, Mo.				
FORT LEE, VA.			.....	See Richmond, Va.				
FORT LEONARD WOOD, MO.	CN		.....	See St. Louis, Mo.				
FORT LINCOLN, N.D.			.....	See Bismark, N. D.				
FORT MacARTHUR, CALIF.			.....	See Los Angeles, Calif.				
FORT MEADE, MD.			.....	See Baltimore, Md.				
FORT MONMOUTH, N.J.			.....	See Newark, N. J.				
FORT MONROE, VA.			.....	See Newport News, Va.				

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
FORT MYER, VA.			.....	See Washington, D. C.				
FORT MYERS, FLA.	FMY	AIRX	ED 2-8571					
		NA	WE 6-2103	400	9,52	.55	1.10	Rc Tc TPA
		RD	ED 2-8061	6000	Demand Service			
FORT POLK, LA.			.....	See Alexandria, La.				
FORT NELSON, B.C.	YYE	CP	.....	200	6,9	...	....	Tc C
FORT PIERCE, FLA.	FPR							
		RD	VB 2345	6000	Demand Service			
FORT RILEY, KAN.	MHK	AIRX	2-6159					
		CN	BE 9-2400	See Manhattan, Kans.				
FORT RICHIE, MD.			.....	See Hagerstown, Md.				
FORT RUCKER, ALA.			.....	See Dothan, Ala.				
FORT SHERIDAN, ILL.			.....	See Chicago (CRD), Ill.				
FORT SILL, OKLA.	LAW	AIRX	8127					
		CN	37-264	See Lawton, Okla.				
FORT SLOCUM, N.Y.			.....	See New York, N. Y.				
FORT SMITH, ARK.	FSM	AIRX	SU 3-4139					
		BN	SU 3-5171	200	9	.40	.85	R T MEM
		CN	SU 2-3004	200	3	"	"	" " "
FORT STEWART, GA.			.....	See Savannah, Ga.				
FORT STOCKTON, TEX.	FST	AIRX	ED 6-4271					
		TT	157	150	3	No Service		Rc KLP
FORT ST. JOHN, B.C.	XJJ	CP	117	500	6,9	...	....	Tc
FORT WAYNE, IND.	FWA	AIRX	AN 3-476					
		DL	HA 3352	200	9	.75	1.50	R Tc G TOL
		TW	HA 2204	250	8	"	"	" " " "
		UA	SH 3133	400	5,6	"	"	" " " "
FORT WILLIAMS, ONT.	YQT	NO	MA 2-4502	200	3	.50	1.00	Rc Tc C
		TC	2-0641	200	22	"	"	" " "
FORT WORTH, TEX.	ACF	AIRX	ED 2-2301					
		AA	AT 4-2551	600	9,5,10,50, 52,53a	.65	1.40	R T G DAL
		BN	AT 4-3261	500	9,5,10	"	"	" " " "
		CO	AT 4-3861	200	3,22	"	"	" " " "
		CN	AT 4-2971	200	3	"	"	" " " "
		DL	AT 4-6611	400	9,5,10, 53a	"	"	" " " "
		EA	EU 3-4201	200	52	"	"	" " " "
		TT	AT 4-3465	150	3	"	"	" " " "
FRANCIS E. WARREN A.F.B., WYO			.....	See Cheyenne, Wyo.				
FRANKLIN, PA.	FKL	AIRX	ID 2-8116					
		AL	ID 2-2264	200	3	.55	1.60	Rc
FRANKFORT, KY.	FFT	AIRX	CA 7-2410					
		PI	CA 7-9636	100	3	No Service		Rc Tc SDF
FREDERICTON, N.B.	YFC	TC	6613	200	22	.50	1.00	Rc T C
FRESNO, CALIF.	FAT	AIRX	AM 4-2843					
		TW	AD 7-6174	250	8	.60	1.50	R T G SFO
		UA	CL 1-5522	300	9	"	"	" Tc " "
FROBISHER BAY		MAR	.....	500	1,3,4	...	....	.....
FULLERTON, CALIF. (E)	FUL	AIRX	KE 5-6850					
		LX	.....	200	20	...	....	.....
GADSDEN, ALA.	GAD	AIRX	LI 3-2556					
		LI	LI 6-5285	100	3	.75	1.50	.....
GAINESVILLE, FLA.	GNV	AIRX	FR 6-3033					
		EA	FR 2-0481	200	19	No Service		R Tc JAX
GALLUP, N.M.	CUG	AIRX	UN 3-5161					
		FL	UN 3-3312	200	3	No Service		Rc T ELP
GALVESTON, TEX.	GLS	AIRX	SO 3-8891					
		TT	5-5062	150	3	.55	1.10	.....
GAMBELL, ALAS. (E)	GAM	AS	.....	500	3	...	....	.....
GANDER, NFLD.	YQX	KLM (F)	.....	100	.....	...	....	Rc Tc A
		MAR	935	500	1,3,4	...	....	R T A
		SK (F)	.....	...	.....	...	....	Rc Tc A
		SN (F)	.....	...	15	...	....	" " "
		SR (F)	723	600	6	...	....	" " "
		TC	913	500	13,7a,22	.50	1.00	" " "
		TW	713	250	8,7	No Service		" " "
GARDEN CITY, KAN.	GCK	AIRX	3641					
		CN	.....	...	.....	No Service		Rc Tc DEN
GLADEWATER, TEX.	GGG	AIRX	2490					
		TT	MI 3-2241	See Longview, Tex.				
GLASGOW, MONT.	GGW	AIRX	AC 8-2912					
		FL	AC 8-2446	200	3	No Service		Rc Tc GTF
GLENDIVE, MONT.	GDV	AIRX	EM 5-2080					
		FL	EM 5-3146	200	3	No Service		R T GTF
GLENS FALLS, N.Y.	GFL	AIRX	FR 5-3376					
		EA	3-2527	200	19	.55	1.35	Rc Tc ALB
		MO	774-4628	200	3	"	"	" " "
GOODFELLOW A.F.B., TEX.			.....	See San Angelo, Tex.				
GOODLAND, KAN.		CN	.....	...	.....	No Service		.....
GOOSE BAY, LAB.	YYR	TC	.....	1000	13	No Service		.....
		MAR	6-2121	...	.....	...	....	.....
GRAND CANYON, ARIZ.	VLE	AIRX	3					
		HL	VA 3	200	Seasonal	No Service		.....
GRAND FORKS, N.D.	GFK	AIRX	4-7771					
		NO	772-1711	200	3	No Service		R T A
		NW	4-8629	200	6	"	"	Rc " "
GRAND FORKS A.F.B., N. D.			.....	See Grand Forks, N. D.				

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
GRAND ISLAND, NEB.	GRI	AIRX	DU 2-3216					
		FL	DU 2-2750		9	No Service	R Tc	DEN
GRAND JUNCTION, COLO.		AIRX	CH 3-2532					
	CJT	FL	CH 2-5879	200	3,9	.80	1.10 Rc	DEN
		UA	CH 3-3112	200	5	"	" "	"
GRAND PRAIRIE, ALTA.YQU		CP	2031	200	9	...	.... Rc Tc	
GRAND RAPIDS, MICH.	GRR	AIRX	CH 3-5689					
		FT	CH 1-2221	Served through Detroit, Mich.				
		FT				.65	1.25	
		LC	CH 1-4477	150	3	.55	1.35 R T G	MKG
		NO	GL 2-6985	200	3	"	" " " "	"
		UA	CH 3-0108	250	22,5,6	"	" " " "	"
GRANITE CITY ENGINEER DEPOT, ILL.				See St. Louis, Mo.				
GREAT BEND, KAN.	GBD	AIRX	GL 3-4431					
		CN	.....	...	.....	No Service	Rc Tc	
GREAT FALLS, MONT.	GTF	AIRX	GL 3-5468					
		FL	GL 3-4844	200	3	.55	1.00 R T G	AC
		NW	GL 3-6501	200	52,6	"	" " " "	"
		WA	GL 3-4355	200	6	"	" " " "	"
		WC	GL 4-1396	150	3	"	" " " "	"
GREEN BAY, WISC.	GRB	AIRX	HE 2-7795					
		NO	GY 4-3430	200	3,9	.65	1.45 Rc Tc	C
GREENSBORO, N.C.	GSO	AIRX	BR 3-1941					
		EA	CY 9-1131	200	19,9,52, 10	.75	1.50 R T G	INT
		PI	CY 9-2141	100	3	"	" Rc " " "	
		UA	CY 9-0334	150	22	"	" " " " "	"
GREENVILLE, MISS.	GLH	AIRX	2-8195					
		SO	2-2612	100	3	No Service	Rc	
GREENVILLE, S.C.	GRL	AIRX	CE 2-3851					
		DL	CE 2-8213	200	9	.50	1.00 R T G	ATL
		EA	CE 9-3061	200	19,9,52	"	" " " "	"
		SO	CE 3-0173	100	3	"	" " " "	"
GREENWOOD, MISS.	GRW	AIRX	123					
		SO	ED 2-2612	100	3	.40	.85 R T	MEM
GREENWOOD, S.C.	GRD	AIRX	OR 3-3156					
		SO	9-3191	100	3	No Service	.....	
GRINDSTONE		MAR	.....	500	1,3,4	...	....	
GROSSE ILE.N.A.S., MICH.			.....	See Detroit, Mich.				
GROTON COAST GUARD TRAINING STATION, CONN.				See				
GULFPORT, MISS.	GPT	AIRX	UN 3-3891					
		SO	UN 4-2323	100	3	.55	1.10 Rc Tc	C
GUYMON, OKLA.	GUY	AIRX	38					
		CN	672	200	3	.55	1.10	.....
GUNNISON, COLO.	GUC	AIRX	317					
		FL	145	200	3	No Service	R Tc	DEN
HAGERSTOWN, MD.	HGR	AIRX	RE 9-6410					
		AL	HE 3-6700	200	3,19	.80	1.10 Rc G	
HAILEY, IDA.	SUN	AIRX	3932					
		WC	340	150	3	See Ketchum, Ida.		
HALIFAX, N.S.	YXF	TC	2-7411	1000	13,22,7	.50	1.00 Rc Tc	C
		MAR	6-2306	500	3,1,4	...	.... R T	A
HAMILTON, ONT.	YYZ	TC	.....	...	7,12,13, 22,53	1.10	2.00	A
HAMPTON, VA.	PHF		.....	See Newport News, Va.				
HANCOCK, MICH.								
		NO	63	See Houghton, Mich.				
HANNIBAL, MO.	HNN	AIRX	881					
		OZ	TU 5-3211	See Quincy, Ill.				
HARLINGEN, TEX.	HRL	AIRX	GA 3-0038					
		TT	GA 3-4200	150	3	.55	1.10	SAT
HARRISBURG, PA.	HAR	AIRX	CE 8-5244					
		AL	CE 8-9426	200	3,19	.45	1.60 R Tc G	BAL
		TW	CE 4-3136	250	8	"	" " " "	"
		UA	CE 6-7995	150	3	"	" " " "	"
HARRISON, ARK.	HRO	AIRX	EM 5-5323					
		CN	EM 5-5475	200	3	No Service		STL
HARRISONBURG, VA.	SHD	AIRX	4-2292					
		PI	WC 2761	100	3	.70	1.40 Rc Tc	DCA
HARTFORD, CONN.	BDL	AIRX	CH 9-8683					
		AA	JA 2-6193	3000	9,15,5, 52	.65	1.40 R Tc G	C
		AL	JA 2-3084	200	9	"	" " " "	"
		EA	JA 2-1854	200	19,10,7, 52	"	" " " "	"
		FT	JA 2-3145	10000	23	"	" " " "	"
		NE	CH 9-7693	200	3	"	" " " "	"
		TW	NA 3-3581	250	8,7	"	" " " "	"
		UA	CH 9-1311	6000	10,15, 50c,5	"	" " " "	"
HASTINGS, NEB.	HSI	AIRX	2-6011					
		FL	2-2312	200	3	No Service		CMA
HATTIESBURG, MISS.	HBG	AIRX	JU 4-6541					
		SO	JU 2-1643	100	3	.55	1.10 R Tc	MSY
HAYS, KAN.		CN	.....	...	.....	No Service		.....
HAY RIVER, N.W.T.	YHY	PW	.....	200	3,4,1	...	....	.....
HAZLETON, PA.	HZL	AIRX	GL 4-0261					
		AL	GL 5-5817	200	3	.55	1.35	.....
HAVRE, MONT.	HVR	AIRX	265-2111					
		FL	265-7911	200	3	.90	1.85 Rc Tc	GTF
HELENA, ARK.	HEE							
		TT	5-2577	150	3	No Service	T	MEM
HELENA, MONT.	HLN	AIRX	HI 4-3232					
		NW	824-255	200	6	.45	1.10 R T G	GTF
		WA	HI 2-8550	200	6	"	" " " "	"
HENDERSONVILLE, N.C.	AVL	AIRX	OX 6916					
		PI	OX 3-5696	See Asheville, N. C.				
HERRIN, ILL.	MWA	AIRX	HE 7501	See Marion, Ill.				
HIBBING, MINN.	HIB	AIRX	AM 2-2521					
		NO	AM 3-7847	200	3	.65	1.55 Rc Tc	
HICKORY, N.C.	HKY	AIRX	DI 5-4119					
		PI	DI 5-3285	100	3	No Service	R Tc	IKN
HIGH POINT, N.C.	GSO	AIRX	2-1915					
		EA	88-28145	See Greensboro, N. C.				
		PI	88-31778	" "		" "		
		UA	88-26878	" "		" "		
HOBBS, N. M.	HOB	AIRX	EX 3-5933					
		CO	EX 3-5414	200	3	.65	1.35 Rc	ELP
HOLLOMAN A.F.B., N. M.			.....	See Alamagordo, N. M.				
HOMER, ALAS.	HOM	PN	22-111	...	3	.75	1.00	.....
HONOLULU, H.	HNL	AIRX	HO 6-6167					
		HA	85-911	600	11,10	...	.... Tc	C
		JL	HO 8-1811	200	6,10	...	.... "	"
		NW	853-425	300	53b	.65	1.25 "	AC
		PAA	58-221	5500	10,50,15, 53	...	.... "	"
		UA	HO 8-1811	200	53	...	.... "	C
HOPKINSVILLE, KY.		AIRX	TU 5-5605	See Clarksville, Tenn.				
HOQUIAM, WASH.	HQM	AIRX	LE 2-6600	See Aberdeen, Wash.				
HOT SPRINGS, ARK.	HOT	AIRX	NA 3-1821					
		CN	NA 4-1284	200	3	.55	1.25 R Tc	MEM
		DL	NA 3-1671	300	9	"	" " " "	"
		TT	NA 3-8501	150	3	"	" " " "	"
HOUGHTON, MICH.	CMX	AIRX	602					
		NO	63	200	3	.80	1.60 Rc Tc	C
HOULTON, ME.	HUL	AIRX	3566					
		NE	2254	200	3	.35	.75 R Tc	C
HOUSTON, TEX.	HOU	AIRX	GL 4-3793					
		AA	MI 9-1457	250	5	.60	1.40 R T G	C
		BN	GL 4-2686	500	9,5,52,6, 10,50,50c	"	" " " "	"
		CO	GL 4-8531	400	5,6,3,10, 22	"	" " " "	"
		DL	GL 4-2646	400	9,10,19, 53,55	"	" " " "	"
		EA	GL 4-2661	6000	9,10,52, 23,53b	"	" " " "	"
		KLM	CA 4-1701	660	53	"	" " " "	"
		NA	GL 4-8564	400	52,10,53	"	" " " "	"
		PAA	CA 3-4131	5500	2,50,4, 53	"	" " " "	"
		TT	MI 9-1218	150	3	"	" " " "	"
HUNTER LIGGETT MILITARY RESERVATION, CALIF.				See Monterey, Calif.				
HUNTINGTON, W.VA.	HTW	AIRX	JA 5-5169					
		AL	GL 3-1331	200	3,19	.50	1.60 Rc Tc G	CVG
		EA	3-9476	200	19	"	" " " "	"
		PI	GL 3-1356	100	3	"	" " " "	"
HUNTSVILLE, ALA.	HSV	AIRX	JE 4-4533					
		EA	4680	200	19	.85	1.65 R T	HSM
		SO	JE 6-6383	200	3	"	" " " "	"
		UA	JE 6-5291	150	22	"	" " " "	"
HURLEY, N. M.	SVC	AIRX	538-9481	See Silver City, N. M.				
HURON, S.D.	HOM	AIRX	EL 2-8660					
		NO	EL 2-2910	200	3	No Service	R Tc	MSP
		WA	EL 2-8601	200	6	"	" " " "	"
HUTCHINSON, KAN.	HUT	AIRX	MO 2-3671					
		CN	.....	...	.....	.60	1.35 Rc Tc G	MKC
HYANNIS, MASS.	HYA	AIRX	SP 5-1600					
		NE	SP 5-1800	200	3	No Service	R T	EWB
IDAHO FALLS, IDA.	IDA	AIRX	JA 2-5075					
		WC	JA 2-2695	150	3	.45	1.10 R Tc G	CTF
		WA	JA 2-8161	200	6	"	" " " "	"
IMPERIAL, NEB.	IML	AIRX	TU 2-4927					
		FL	TU 2-4780	200	3	No Service		DEN
INDEPENDENCE, KAN.		CN	.....	...	.....	No Service		.....
INDIANAPOLIS, IND.	IND	AIRX	MK 5-1085					
		AA	CH 1-2545	600	9,5,52	.55	1.50 R T G	A
		DL	CH 1-3333	400	9,19,5	"	" " " "	"
		EA	CH 4-9521	200	9,19,52, 10	"	" " " "	"
		LC	CH 1-8204	150	3,9	"	" " " "	"
		OZ	ME 804909	200	3,54	"	" " " "	"
		RD	CH 1-8288	6000	1,2	"	" " " "	"
		TW	ME 4-3438	4000	8,23,55	"	" " " "	"
INT'L. FALLS, MINN.	INL	AIRX	AT 3-3731					
		NO	AT 3-3871	200	3	No Service	Rc Tc	C
INYOKERN, CALIF.	IYK		PC 7-2271	...	3	No Service		.....
IOWA CITY, IOWA	IOW	AIRX	3197					
		OZ	8-3604	200	3,43	.60	1.05 R Tc	PIA
IRON MOUNTAIN, MICH.		AIRX	774-1727					
	IMT	NO	774-5050	200	3	No Service	Rc Tc	
IRONWOOD, MICH.	IWD	AIRX	24					
		NO	741	200	3	No Service	Rc Tc	
ISLIP, N.Y.	ISP	AIRX	HR 3-4551					
		AL	RO 9-7771	200	9	.85	1.60	.....
ITHACA, N.Y.	ITH	AIRX	2-2531					
		MO	3351	200	9,3	.55	1.10 Rc Tc G	SYR

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
JACKSON, MICH.	JXN	AIRX	ST 9-7176					
		MO	ST 9-6125	200	3	.55	1.10	Rc Tc
		LC	ST 3-2791	150	3	"	"	" "
JACKSON, MISS.	JAN	AIRX	FL 2-6825					
		DL	2-0866	400	9,5,8	.55	1.35	R Tc MSY
		SO	FL 2-8899	100	3	"	"	" " "
		TT	FL 4-3591	...	3,19	"	"	" " "
JACKSON, TENN.		AIRX	.....					
		SO	2-5416	100	3	No Service		.....
JACKSON, WYO.	JAC	AIRX	.....					
		FL	310	200	3,9	.75	1.35	Rc Tc G OTF
JACKSONVILLE, FLA.	JAX	AIRX	EL 4-0585					
		DL	EL 6-0484	400	5,8	.65	1.25	R T G C
		EA	EL 6-5661	200	9,10,7, 19,52	"	"	" " " "
		NA	EL 3-1586	400	9,5,6,52	"	"	" " " "
		NE	EL 5-6611	200	6	"	"	" " " "
		SO	EL 4-7833	200	3			
		RD	.....	6000	Demand Service			
		UA	EL 4-0641	400	6	.65	"	" " " "
JAMESTOWN, N.Y.	JHW	AIRX	7964					
		AL	JA 4-1118	200	3,19	.55	1.45	Rc BUF
JAMESTOWN, N.D.	JMS	AIRX	CL 2-1760					
		NW	CL 2-3320	200	6	No Service		Rc T MSP
JANESVILLE, WISC.	JVL	AIRX	FL 2-1463					
		NO	FL 4-5293	See Beloit, Wisc.				
JEFFERSON CITY, MO.	JEF	AIRX	6-8191					
		OZ	6-2350	200	3,54	.60	1.20	Rc
JEFFERSON PROVING GROUND, INC.		.....	See Louisville, Ky.					
JOHNSON CITY, TENN.	TRI	AIRX	WA 8-3251					
		PI	WA 8-3161	See Bristol, Va.				
JOHNSTOWN, PA.	JST	AIRX	7-5309					
		AL	JO 9-1144	200	3,19	.55	1.35	R G
JOLIET ARSENAL, ILL.		.....	See Chicago (MDW), Ill.					
JOPLIN, MO.	JLN	AIRX	MA 3-4437					
		AA	MA 3-7085	250	9	.40	.85	R Tc G MKC
		CN	MA 3-2110	200	3	"	"	" " " "
		OZ	MA 3-1817	200	3,54	"	"	" " " "
JUNEAU, ALAS.	JNU	AC	.....	...	.....	...	....	 C
		ELLIS	.....	...	.....	...	....	"
		PN	6-1455	...	4,8,16	1.00	1.00	"
		PAA	6-1400	550	6	...	....	"
JUNCTION CITY, KAN.	MHK	AIRX	CE 8-2611					
		CN	CE 8-4741	See Manhattan, Kans.				
KALAMAZOO, MICH.	AZO	AIRX	FI 5-7163					
		LC	FI 9-2669	150	3	.55	1.20	.....
		NO	FI 9-5237	200	3	"	"	.....
KALISPELL, MONT.	FCA	AIRX	SK 6-5939					
		NW	.....	...	.....	.55	1.10	Rc Tc GEG
		WC	SK 6-5053	150	3	"	"	" " "
KAMLOOPS, B.C.	LKA	CP	109	200	3	...	....	Rc Tc C
KANAB, UTAH		AIRX	.....					
		BL	MI 4-5001	200	3	...	....	.....
KANSAS CITY, MO.	MKC	AIRX	GR 1-3906					
		BN	GR 1-4740	200	9,1,5,22, 50,52,50c	.75	1.70	R T G AC
		CO	GR 1-3705	200	3,10,22, 50	"	"	" " " "
		CN	BA 1-7613	200	3	"	"	" " " "
		DL	GR 1-7613	300	9	"	"	" " " "
		FL	VI 2-6252	200	3,9	"	"	" " " "
		OZ	GR 1-6515	200	3,54	"	"	" " " "
		TW	GR 1-4400	4000	50,7,23, 55	"	"	" " " "
		UA	GR 1-1133	400	10,50c	"	"	" " " "
KANKAKEE ORDANCE WORKS, ILL.		.....	See Chicago, Ill.					
KEARNEY, NEB.	EAR	AIRX	CE 4-0501					
		FL	CE 6-2921	200	3	No Service		DEN
KEENE, N.H.	EEN	AIRX	EL 2-0603					
		MO	1910	100	3	.65	1.10	Rc Tc BOS
		NE	EL 2-1030	200	3	"	"	" " "
KEESLER A.F.B., MISS.		.....	See Gulfport, Miss.					
KELOWNA, B.C.	YWX	CP	6025	200	3	.25	.85	.....
KENAI, ALAS.	ENA	PN	206	200	3	.75	1.00	.....
KENNEWICK, WASH.	PSC	AIRX	LI 7-4242					
		PC	.....	See Pasco, Wash.				
KERRVILLE, TEX.	ERV	AIRX	CL 7-4536					
		TT	CL 7-4050	150	3	No Service		Rc SAT
KETCHIKAN, ALAS.	KTN	PAA	3131	550	6	...	....	.....A
		PN	3138	...	8,16	...	....	.....A
KETCHUM, IDA.	SUN	AIRX	3932					
		WC	340	150	.....	.60	1.25	.....
KEY WEST, FLA.	EYW	AIRX	CY 6-6651					
		NA	CY 6-5510	400	9	.85	1.80	R Tc AC
K.I. SAWYER A.F.B., MICH.		.....	See Marquette, Mich.					
KILGORE, TEX.	GGG	AIRX	2711					
		TT	6331	See Longview, Tex.				
KIMBERELY, B.C.	YXC	CP	LU 2-3511	200	9	No Service		.....
KING SALMON, ALAS.	AKN	PN	.....	200	3	.60	1.00	.....
KINGMAN, ARIZ.	IGM	AIRX	SK 3-2998					
		BL	SK 3-3630	200	54	.75	1.50	Rc Tc LAX
KINGSBURG ORDANCE PLANT, INC.		.....	See South Bend, Ind.					
KINGSFORD, MICH.		AIRX	.....					
		NO	774-5050	See Iron Mountain, Mich.				
KINGSPORT, TENN.	TRI	AIRX	CI 5-5731					
		PI	CI 6-4107	See Bristol, Tenn.				
		SO	.....	See Bristol, Tenn.				
KINGSTON, N.C.	ISO	AIRX	3918					
		PI	JA 3-5159	100	9	.55	1.10	Rc Tc RDU
KIRKSVILLE, MO.		AIRX	.....					
		OZ	.....	...	.....	.70	1.40	.....
KITIMAT, B.C.	YKI	CP	220	200	3,9	No Service		C
KLAMATH FALLS, ORE.	LMT	AIRX	TU 4-5814					
		WC	TU 2-4626	150	3	.55	1.50	R Tc OTH
KNOXVILLE, TENN.	TYS	AIRX	3-6175					
		AA	7-6264	500	9,5	.60	1.25	Rc Tc G CHA
		DL	7-6661	400	9	"	"	" " " "
		PI	577-2531	100	3	"	"	" " " "
		SO	7-7561	200	3	"	"	" " " "
		UA	557-3521	250	22	"	"	" " " "
KODIAK, ALAS.	KDI	PN	4131	...	3	.75	1.00	.....
KOKOMO, IND.	OKK	AIRX	GL 2-5626					
		LC	GL 7-5591	150	3	No Service		Rc
KOTZEBUE, ALAS. (E)	OTZ	AS	.....	500	3	...	....	.....
KACKLAND A.F.B., TEX.		.....	See San Antonio, Tex.					
LACONIA, N.H.	LCI	AIRX	150					
		NE	LA 4-5313	200	3	No Service		Rc LWM
LA CROSSE, WISC.	LSE	AIRX	2-8286					
		NO	4-5680	200	3	No Service		Rc Tc
LAFAYETTE, IND.	LAF	AIRX	SH 2-5068					
		LC	RI 3-1841	150	3,9	No Service		Rc
LAFAYETTE, LA.	LFT	AIRX	CE 5-8649					
		EA	CE 5-8536	200	9	.55	1.10	R G BTR
		TT	CE 4-5252	150	3	"	"	" " "
LAGUNA BEACH, CALIF.	SNA	AIRX	HY 4-2396					
		BA	.....	See Santa Ana, Calif.				
LAKE CHARLES, LA.	LKC	AIRX	HE 9-8876					
		EA	HE 6-3656	200	9	.55	1.35	R T G C
		TT	HE 3-8511	150	3	"	"	" " " "
LAKE CITY A.F.S., TENN.		.....	See Knoxville, Tenn.					
LAKELAND, FLA.	LAL	AIRX	MU 4-1091					
		NA	MU 6-3129	200	3	.75	1.50	Rc Tc G TPA
		RD	MU 3-5875	6000	Demand Service			
LAKEVIEW, ORE.	LKV	AIRX	JU 8-3003					
		WC	WH 7-2211	150	3	.55	1.10	Rc Tc PDX
LAKE PLACID, N.Y.	SLK	AIRX	LP 407					
		EA	SL 2120	200	19	No Service		Rc Tc MAL
LAMAR, COLO.	LAA	AIRX	336-5761					
		CN	167	200	3	No Service		DEN
LANCASTER, CALIF.	WJF	AIRX	.....					
		PC	WH 8-4611	200	19,54	No Service		LAX
LANCASTER, PA.	LNX	AIRX	WH 2-3128					
		AL	LO 9-0461	200	3,19	.55	1.35	Rc G
		EA	LO 9-0446	200	19	"	"	" "
LAND O'LAKES, WISC.	LNL	AIRX	2211					
		NO	3131	Seasonal - Served through Rhindelander				
LANDER, WYO.	RTW	AIRX	.....					
		FL	UL 6-9226	See Riverton, Wyo.				
LANGLEY A.F.B., VA.		.....	See Newport News, Va.					
LANSING, MICH.	LAN	AIRX	IV 2-1109					
		NO	IV 4-7467	200	3	.55	1.35	R T G YIP
		UA	IV 5-2744	250	22,5,6,	"	"	" " " "
LARAMIE, WYO.	LAR	AIRX	FR 5-2696					
		FL	FR 5-5656	200	3,9	No Service		Rc Tc DEN
LAREDO, TEX.	LRD	AIRX	RA 3-3618					
		TT	3-3645	150	3	.45	1.35	R T AC
LAS VEGAS, NEV.	LAS	AIRX	DU 2-2132					
		BL	DU 2-8811	200	54	.75	1.45	Rc Tc G LAX
		DL	RE 3-1762	250	10	"	"	" " " "
		NA	RE 3-1339	200	52	"	"	" " " "
		PC	DU 2-2622	200	19,54	"	"	" " " "
		TW	DU 2-7306	400	8,7,50,55	"	"	" " " "
		UA	DU 2-0505	400	5,10,50c	"	"	" " " "
		WA	DU 2-2100	200	6,52	"	"	" " " "
LAUREL, MISS.	LUL	AIRX	6212					
		SO	426-3440	100	3	.65	1.30	.....
LAURENCE G. HANSCOM FIELD, MASS.			See Lawrence, Mass.					
LAWRENCE, MASS.	LWM	AIRX	4161					
		NE	MU 3-3141	200	3	.35	.75	R Tc LWM
LAWTON, OKLA.	LAW	AIRX	EL 0-154					
		CO	EL 3-4512	200	3	No Service		Rc T DAL
		CN	EL 3-8600	200	3	"	"	" " "
LEMMON, S.D.		AIRX	138					
		JL	374-3631	200	3	.55	.85	OTF
LEMOORE N.A.S., CALIF.		.....	See Visalia, Calif.					
LETHBRIDGE, ALTA.	YQL	TC	FA 7-2711	300	3	.35	.75	Rc Tc C
LETTERKENNY ORDANCE DEPOT, PA.		.....	See Hagerstown, Md.					
LEWISTON, IDA.	LWS	AIRX	SH 3-3061					
		WC	SH 3-1545	150	3	No Service		R Tc GEG

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities	
LEWISTON, ME.	LEW	AIRX	4-4423						
		ME	ST 3-2031	200	3	.55	1.10	Rc Tc	PWM
LEWISTON, MONT.	LWT	AIRX	KE 8-3615						
		FL	KE 8-9621	200	3	.35	1.50	Rc Tc	GTF
LEXINGTON SIGNAL DEPOT, KY.		.....	See Lexington, Ky.						
LEXINGTON, KY.	LEX	AIRX	2-1314						
		DL	4-5569	250	9,3	.65	1.60	Rc Tc G	CVG
		EA	4-6795	200	19,7,9	"	"	" " "	"
		PI	3-1920	100	3	"	"	" " "	"
LIBERAL, KAN.	LBL	AIRX	MA 4-3661						
		CN	MA 4-5671	200	3	No Service		T	
LIMA, OHIO	LIA	AIRX	CA 6-2051						
		LC	CA 5-0075	150	3	.80	1.60	.....	
LINCOLN, NEB.	LNK	AIRX	HE 2-3261						
		FL	HE 2-5391	200	3,9	.55	1.25	R Tc	CMA
		UA	HE 5-4371	200	6,10	"	"	" "	"
LITTLE ROCK, ARK.	LIT	AIRX	FR 2-6116						
		AA	FR 4-9333	250	5,10,52	.45	1.10	R T G	MEM
		BN	FR 2-0207	200	9	"	"	" " "	"
		CN	FR 4-6418	200	3	"	"	" " "	"
		DL	FR 4-2040	300	9	"	"	" " "	"
		TT	FR 4-6312	150	3	"	"	" " "	"
LOGAN, UTAH	LGU	AIRX	SK 2-2422						
		WC	SK 2-5301	150	3	.50	1.50	Rc T	GTF
LOGANSPORT, IND.	OKK	AIRX	3396						
		LC	GL 7-5591	See Kokomo, Ind.					
LONDON, KY.	LOZ	AIRX	VO 4-4320						
		PI	VO 4-2250	100	3	.40	.85		SDF
LONDON, ONT.	YXU	TC	2-3491	400	22	.50	1.00	Rc Tc	C
LONG BEACH, CALIF.	LGB	AIRX	GA 4-8621						
		LX(E)	ZE 7511	200	20	...	....	Rc T	LAX
		UA	HA 1-8214	200	9	.90	1.65	R T	"
		WA	HA 1-8271	200	52	"	"	" "	"
LONGHORN ORDANCE WORKS, TEX.		.....	See Shreveport, La.						
LONGVIEW, TEX.	GGG	AIRX	PL 5-3521						
		TT	MI 3-2441	150	3	.50	1.35	R Tc	DAL
LORDSTOWN MILITARY RESERVATION, OHIO			See Youngstown, Ohio						
LOS ANGELES, CALIF.	LAX	AIRX	SP 6-0140						
		AA	MA 6-0201	10000	5,15,10, 50,50c,53a	.90	1.65	R T G C	
		BL	SP 6-2040	200	54	"	"	" " "	"
		CO	SP 6-2670	200	10,22,50	"	"	" " "	"
		CMA	MA 6-8484	...	5	...	....	" " "	"
		SK	OR 4-4300	1000	10	.75	1.55	" " "	"
		LX	OR 0-0933	200	20	...	....	" " "	"
		UA	SP 6-0293	200	52,53	.90	1.65	" " "	"
		XL	SP 6-0423	350	53a,55	"	"	" " "	"
		PAA	MA 4-0192	5500	15,53	"	"	" " "	"
		PC	SP 6-0440	200	3,19,54	"	"	" " "	"
		SAS	.....	1320	5,6,10,9	...	....	" " "	"
		TW	MI 9441	7500	8,7,23, 50,55	.90	1.65	" " "	"
		UA	SP 6-2000	6000	9,5,6,10, 15,53,50c	"	"	" " "	"
		WA	SP 6-2508	200	6,50,52, 50c	"	"	" " "	"
		JL		6000	50b	"	"	" " "	AC
(Lockheed Air Terminal)									
	BUR	AA	MA 9201	6000	5,15,10	"	"	" " "	"
		FT	ST 7-3411	10000	23	"	"	" " "	"
		LX(K)	ZE 7511	200	20	...	....	" " "	"
		PC	SP 6-0440	200	3,19,54	.90	1.65	" " "	"
		WA	TH 2-2101	200	52	"	"	" " "	"
LOUISVILLE, KY.	SDF	AIRX	EM 8-5891						
		AA	EM 8-1666	500	9,5,52	.60	1.50	R T G C	
		DL	JU 2-2681	300	5,9	"	"	" " "	"
		EA	EM 8-1646	200	19,9,10, 52	"	"	" " "	"
		OZ	EM 8-9955	200	3,54	"	"	" " "	"
		PI	EM 8-3312	100	3	"	"	" " "	"
		TW	JU 3-5327	250	8	"	"	" " "	"
LOVELL, WYO.	POY	AIRX	.....						
		FL	SK 4-4222	See Powell, Wyo.					
LOWRY A.F.B., COLO.		.....	See Denver, Colo.						
LUBBOCK, TEX.	LBB	AIRX	PO 3-2805						
		BN	PO 5-7428	200	9,5,52	.80	1.35	R T	DAL
		CO	PO 3-4646	200	3,22	"	"	" "	"
		CN	PO 3-9497	200	3	"	"	" "	"
LUDINGTON, MICH.		AIRX	.....						
		NO	PA 3-2521	200	9	No Service			.....
LUFKIN, TEX.	LFK	AIRX	NE 4-3011						
		TT	3-4521	150	3	.55	1.10	Rc	BUJ
LYNCHBURG, VA.	LYH	AIRX	VI 7-7783						
		PI	239-2633	100	3	.80	1.85	Rc Tc G	RIC
MACON, GA.	MCN	AIRX	SH 3-3236						
		DL	3-6731	250	9	.50	1.35	Rc Tc G	ATL
		EA	2-8701	200	19,9	"	"	" " "	"
MADISON, WISC.	MSN	AIRX	AL 5-6741						
		NO	CH 9-1223	100	3	.60	1.25	R T	MKE
		NW	CH 9-4816	200	6,10,52	"	"	" "	"
		OZ	CH 9-6441	200	3,54	"	"	" "	"
MAGNOLIA, ARK.	AGO	AIRX	MA-81						
		TT	711	150	3	No Service		Rc Tc	DAL
MANCHESTER, N.H.	MHT	AIRX	NA 5-8543						
		NE	NA 3-7201	200	6	No Service		Rc Tc	BOS
MANDAN, N.D.	BIS	FL	CA 3-3272	See Bismark, N. D.					
		NO	CA 3-5640	See Bismarck, N. D.					
MANHATTAN, KAN.	MHK	AIRX	MA 8-3930						
		CN	FR 8-2152	200	3	No Service		Rc Tc	MKC
MANISTEE, MICH.		AIRX	PA 3-3231						
		NO	PA 3-2521	See Ludington, Mich.					.....
MANITOWOC, WISC.	MTW	AIRX	3357						
		NO	MU 4-5657	200	3	No Service		Rc Tc	
MANKATO, MINN.	MKT	AIRX	5371						
		NO	3708	200	3	No Service		Rc Tc	
MANSFIELD, OHIO	MFD	AIRX	LA 5-0361						
		LC	LA 4-7411	150	3	.80	1.60	.....	
MARFA, TEX.	MRF	AIRX	95						
		TT	235	150	3	No Service		Rc	ELP
MARIANA, FLA.	MAI	AIRX	HU 2-2427						
		NA	HU 2-2726	100	9	.50	1.00	Rc Tc G	PFN
MARIETTA, OHIO	PKB	AIRX	GA 8-6711						
		LC	DR 5-7731	See Parkersburg, W. Va.					
		PI	.....	See Parkersburg, W. Va.					
MARIETTA, N.A.S., GA.		.....	See Atlanta, Ga.						
MARINETTE, WISC.	MNM	AIRX	.....						
		NO	UN 3-6677	See Menominee, Mich.					
MARINETTE, MICH.		NO	.....	...	.....	No Service			.....
MARION, ILL. (E)	MWA	AIRX	NY 3-2305						
		OZ	714	200	3,54	.70	1.60	Rc	
MARION, IND.	MZZ	AIRX	2401						
		LC	OR 4-6585	150	3	No Service		Rc	
MARION, OHIO	MNN	AIRX	2-0553						
		LC	DU 2-2575	150	3	.80	1.60	R	
MARQUETTE, MICH.	MQT	AIRX	CA 6-2111						
		NO	GR 5-4194	200	3	No Service		Rc Tc	
MARSHALL, TEX.	ASL	AIRX	WE 5-2179						
		TT	WE 4-4336	150	3	.55	1.10	Rc	DAL
MARSHFIELD, MICH.		AIRX	.....						
		NO	FU 7-1151	200	3	No Service			.....
MARTHA'S VINEYARD, MASS.	MVY	AIRX	VH 3						
		NE	VH 1400	200	3	No Service		Rc Tc	EWB
MARYSVILLE, CALIF.	MYV	AIRX	SH 3-6390						
		PC	SH 2-5487	200	3	No Service		Rc Tc	SFO
MASON CITY, IA.	MCW	AIRX	GA 3-2123						
		OZ	1095	200	3,54	.55	1.50	R	MSP
MASSENA, N.Y.	MSS	AIRX	RO 9-2728						
		EA	RO 4-0505	200	19	.65	1.35	Rc Tc	A
MATANE, P.Q.	YMQ	QBA	.....	...	.....	...	....	... .	.....
MATTOON, ILL.	MTO	AIRX	AD 4-7940						
		OZ	AD 4-7100	200	3,54	No Service		Rc	
MAYNARD QUARTERMASTER TEXT ACTIVITY, MASS.			See Boston, Mass.						
MAYO, Y.T.	YMA	CP	.....	200	3	...	....	Tc	
McALESTER, OKLA.	MLC	AIRX	GA 3-5234						
		CN	GA 3-4758	200	3	No Service		Rc Tc	DAL
McALLEN, TEX.	MMK	AIRX	MU 6-7811						
		TT	MU 6-3707	150	3	.55	1.10		BRO
McCOOK, NEB.	MCK	AIRX	145						
		FL	96	200	3	No Service			CMA
McGRATH, ALAS. (E)	MCG	AS	.....	1000	3,4	.35	.50		.....
MEDFORD, ORE.	MFR	AIRX	2-6433						
		PC	SP 2-6161	200	3,19	.55	1.60	Rc Tc	OTH
		UA	SP 3-6233	300	9	"	"	" "	"
		WC	SP 2-7269	150	3	"	"	" "	"
MEDICINE HAT, ALTA.	YXH	TC	JA 6-2605	200	3	.70	.75	Rc Tc	C
MELBOURNE, FLA.	MLB	AIRX	PA 3-7851						
		EA	765	200	19,9	.60	1.20	R Tc	PBI
		NA	PA 3-6444	200	9	"	"	" "	"
MEMPHIS, TENN.	MEM	AIRX	WH 8-2714						
		AA	WH 8-3374	8000	5,9,10, 15,52,50c	.55	1.35	R T G	C
		BN	WH 6-8395	200	9	"	"	" " "	"
		DL	WH 8-2606	6000	9,15,19, 1a,55	"	"	" " "	"
		EA	WH 2-2489	200	19,9,10	"	"	" " "	"
		SO	WH 8-1440	200	3	"	"	" " "	"
		TT	WH 6-2535	150	3	"	"	" " "	"
		UA	WH 8-0406	250	22	"	"	" " "	"
MENOMINEE, MICH.	MNM	AIRX	UN 3-3000						
		NO	UN 3-6677	200	3	No Service		Rc Tc	
MERCED, CALIF.	MCE	AIRX	RA 2-2413						
		UA	RA 2-8011	200	9	.55	1.10	Rc Tc G	SFO
MERIDIAN, MISS.	MEI	AIRX	2-0242						
		DL	2-3141	300	9	.40	.85	R Tc	BHM
		SO	485-5165	200	3	"	"	" "	"
MEXICO CITY, D.F.	MEX	AIRX	.....						
		AA	22-12-22	6000	5,10,15, 50c	...	....		A
		BN	46-21-54	500	50c	...	....		"
		EA	22-77-70	200	10,53b	...	.....		"
		PAA	46-46-60	1100	50,53,4	...	....	T	"
		WA	46-90-40	200	6,50c	...	....		"
		CMA	12-21-96	...	3,4,5,24	...	....	"	"
		AERONAVES	18-50-40	...	14a,4,5,8, 9	...	....	"	"
		LACSA	46-46-60	...	9	...	....	"	"

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
MIAMI, FLA.	MIA	AIRX	NE 5-0741					
		AVENSA	.....	...	1,6	...	....	R T AC
		AVIANCA	NE 3-2491	660	4,8	...	....	" C
		BN	NE 4-1951	500	5,10,50	.75	1.60	R T G AC
		BA	NE 4-4573	700	22	.80	1.60	" " " "
		CU	TU 7-4341	200	1,3,8,14a,22	"	"	" " " "
		DL	NE 5-2661	6000	5,10,1a,53,55	.75	1.60	" " " "
		EA	NE 4-3571	6000	19,7,23,53b,10,9,19,52	"	"	" " " "
		GUEST	.....	200	8	...	....	.....
		KLM	FR 3-8455	660	5	.80	1.60	R T AC
		LACSA	NE 3-2491	...	1,9	...	....	" " "
		NA	TU 5-2581	6000	9,5,6,10,52,7,23,53	.75	1.60	" " "
		NE	NE 4-6741	200	6,50,55	"	"	" " "
		NW	NE 3-6503	200	52	"	"	" " "
		PAA	FR 3-7383	5500	2,6,10,50,15,53	"	"	" " "
		RD	TU 7-3501	10000	1,15,2	.75	"	" " G "
		RN	88-6743	10000	.....	.80	"	" " "
		TW	NE 3-6511	400	7,50	.75	"	" " "
		UA	NE 4-0601	200	50c,6,5,	"	"	" " " "
MIDLAND, MICH.	MBS	AIRX	.....					
		NO	695-4091	See Saginaw, Mich.				
MIDLAND, TEX.	MAF	AIRX	MU 2-1751					
		AA	MU 4-8281	250	5	.40	1.25	Rc Tc KLP
		CO	MU 2-1114	200	3,22	"	"	" " "
MILES CITY, MONT.	MLS	AIRX	CE 2-3831					
		FL	CE 2-1401	200	3	No Service		Rc T OTF
MILWAUKEE, WISC.	MKE	AIRX	HU 1-4640					
		AA	SH 4-9855	250	9	.60	1.65	R T G C
				4000 via MDW				
		EA	HU 1-4600	200	10	"	"	" " " "
		FT	HU 3-5000	10000	Served through Chicago (MDW)			
		NO	HU 1-0500	200	3,9	.60	1.65	R T G C
		NW	HU 3-0443	2000	6,10,52,15a,50c	"	"	" " " "
		OZ	HU 3-3210	200	3,54	"	"	" " " "
		UA	HU 1-3800	200	22,5,6,	"	"	" " " "
MINNEAPOLIS, MINN.	MSP	AIRX	PA 2-3898					
		BN	PA 4-8748	900	9,5,52,50,50c	.65	1.40	R T G C
		EA	PA 1-5508	200	10	"	"	" " " "
		FT	PA 9-8321	6000	1	"	"	" " " "
		NO	PA 2-8281	200	3,9	"	"	" " " "
		NW	PA 6-2552	2000	53b,6,10,5,52,15a,50c	"	"	" " " "
		OZ	PA 1-4456	200	3,54	"	"	" " " "
		WA	PA 1-3383	200	6,52,50	"	"	" " " "
		UA	PA 1-1831	150	6,5,22,50c	"	"	" " " "
MINOT, N.D.	MOT	AIRX	41-149					
		FL	TE 8-0225	200	3	.90	1.35	MSP
		NO	TE 8-2118	200	3	"	"	"
MIRAMAR N.A.S., CALIF.		.....	See San Diego, Calif.					
MISSION, TEX.	MMK	AIRX	JU 5-1762					
		TT	MU 6-3707	See McAllen, Tex.				
MISSOULA, MONT.	MSO	AIRX	LI 3-7421					
		NW	LI 3-7161	200	6,52	No Service		Rc T OTF
MITCHELL, S.D.	MHE	AIRX	WY 6-3123					
		ND	WY 6-8283	200	3	.55	1.10	Rc Tc
MOAB, UTAH	MOK	AIRX	.....					
		FL	AL 3-6401	200	3	.70	1.35	Rc Tc DEN
MOBILE, ALA.	MOB	AIRX	HE 2-2741					
		EA	GR 9-1401	6000	7,23,52,19	.55	1.60	R T G C
		NA	DI 2-3521	400	9	"	"	" " " "
		SO	DI 2-0733	100	3	"	"	" " " "
		UA	DI 2-1344	200	22	"	"	" " " "
MODESTO, CALIF.	MOD	AIRX	LA 2-2963					
		UA	LA 3-3211	200	9	.55	1.35	R T SFO
MOLINE, ILL.	MLI	AIRX	2-3641					
		OZ	962-7591	200	3,54	.55	1.25	R Tc FIA
		UA	962-7701	400	6,10,5	"	"	" " "
MONCTON, N.B.	YQM	TC	EV 4-9151	1000	13,22a	.50	1.00	Rc Tc C
		MAR	4-9181	...	.....	...	....	.....
MONROE, LA.	MLU	AIRX	FA 2-2675					
		DL	FA 3-5116	300	9	.60	1.20	Rc Tc MSY
		SO	FA 5-4601	200	3	"	"	" " "
		TT	FA 2-4454	...	3,19	"	"	" " "
MONT JOLI, P.Q.	YYY	QBA	.....	400	3	...	....	.....
MONTAUK A.F.S., NYK.		.....	See New York, N. Y					
MONTE VISTA ,COLO.	MVS	AIRX	MV 19					
		FL	JU 9-6311	See Alamosa, Colo.				
MONTEREY, CALIF.	MRY	AIRX	AM 2-4803					
		PC	FR 2-7571	200	3,19,54	.55	1.10	R Tc G SFO
		UA	FR 5-3157	300	9	"	"	" " " "
MONTGOMERY, ALA.	MGM	AIRX	AM 2-3801					
		DL	AM 4-7313	200	9	.50	1.00	R T G MSY
		EA	CH 7-7361	200	19,9,7,10	"	"	" " " "
MONTPELIER, VT.	MPV	AIRX	CA 3-7101					
		NE	CA 3-2395	200	3	No Service		Rc Tc HTV
MONTREAL, QUE.	YUL	AIRX	UN 1-7311					
		AF	UN 6-8344	200	7	.35	.75	R Tc AC
		CP	UN 6-2901	500	14a	.45	1.00	" " "
		AE	VI 2-6661	200	83c	"	"	" " "
		KLM	UN 1-3411	10000	53,10,15	"	"	" " "
		NE	ME 1-8591	200	6,50,55	.35	.75	Rc Tc A
		TC	HU 9-5781	1500	12,13,7,22,53c	.45	1.25	R T "
MONTROSE, COLO.	MTJ	AIRX	CH 9-3010					
		FL	CH 9-4236	200	3	No Service		Rc T DEN
MOOREHEAD CITY, N.C.	MRH	AIRX	PA 6-3272					
		PI	PA 8-4734	100	3	.35	.75	Rc Tc C
MORGANTOWN, W.VA.	MGW	AIRX	LI 2-7724					
		LC	LI 2-3301	150	3	.60	1.35	.....
MOSCOW, IDA.	PUW	AIRX	2-1229					
		WC	TU 3-9771	See Pullman, Wash.				
MOSES LAKE, WASH.	EPH	AIRX	RO 5-6191					
		WC	SK 4-2522	See Ephrata, Wash.				
MOULTRIE, GA.	MGR	AIRX	445					
		SO	YU 5-4048	100	3	.80	1.60	Rc
MUNCIE, IND.	MIE	AIRX	AT 8-4446					
		LC	AT 8-3629	150	3	No Service		.....
MUSKEGON, MICH.	MKG	AIRX	2-6639					
		NO	SW 8-2111	200	3	.80	1.80	R Tc G C
		UA	PE 3-1870	250	22,6	"	"	" " " "
MUSKOGEE, OKLA.	MKO	AIRX	MU 2-0191					
		CN	MU 7-5494	200	3	No Service		Rc T MKC
MYRTLE BEACH, S.C.	MYR	AIRX	HI 8-6656					
		PI	HI 8-6599	100	3	.45	.85	Rc CHS
NANTUCKET, MASS.	ACK	AIRX	702-W					
		NE	1140	200	3	No Service		Rc Tc EWB
NASHVILLE, TENN.	BNA	AIRX	AL 5-3523					
		AA	CH 2-6336	4500	5,9,10,15,52,50c	.55	1.10	R T G C
		BN	AL 5-5323	500	10,9	"	"	" " " "
		EA	AL 5-7412	200	9,19,10,52	"	"	" " " "
		OZ	CH 2-4363	200	3,54	"	"	" " " "
		SO	AL 4-0546	200	3	"	"	" " " "
		TW	AL 4-7726	250	7	"	"	" " " "
NATCHEZ, MISS.	HEZ	AIRX	8623					
		SO	6963	100	3	.75	1.50	Rc
NAVAL ACADEMY, ANNAPOLIS, MD.		.....	See Baltimore, Md.					
NELSON, B.C.	YCG	CP	.....	200	9	.25	.60	.....
NEW BEDFORD, MASS.	EWB	AIRX	WY 6-8553					
		NE	WY 9-6441	200	3,6	.35	.75	R Tc C
NEW BERN, N.C.	EWN	AIRX	2711					
		NA	ME 7-5151	200	6	.55	1.10	Rc Tc IMN
		PI	ME 7-3972	100	3	"	"	" " "
NEW CUMBERLAND GENERAL DEPOT, PA.		.....	See Harrisburg, Pa.					
NEW HAVEN, CONN.	HVN	AIRX	MA 4-3151					
		AL	HO 7-1619	200	9,19	.55	1.25	R T C
		EA	HO 7-6311	200	19	"	"	" " "
NEW IBERIA, LA.	LFT	LC	EM 4-7371	See Lafayette, La.				
NEW LONDON, CONN.	GON	AIRX	GI 2-5363					
		AL	HI 5-7405	200	19	.80	1.60	Rc C
NEW ORLEANS, LA.	MSY	AIRX	KE 4-3077					
		BN	LA 4-3411	200	9,5,10,53,55	.55	1.50	Rc T AC
		DL	KE 4-3658	6000	9,1a,5,53,52,9	"	"	" " "
		EA	739-3601	6000	7,10,23,53,52,9	"	"	" " "
		NA	KE 4-3616	400	9,5,6,10,52,53	"	"	" " "
		PAA	JA 2-6391	5500	2,50,53	"	"	" " "
		SO	KE 7-0158	200	3	"	"	" " "
		TA	CA 8374	4500	4	"	"	" " "
		TT	721-3425	...	.....	"	"	" " "
		UA	729-3500	200	50c,22	"	"	" " "
NEW PHILADELPHIA, OHIO		AIRX	DO 4-2985					
	PHD	LC	4-2729	150	3	.80	1.60	.....
NEW YORK, N.Y. (LaGuardia)	LGA	AIRX	MU 6-7900					
		AA	HA 4-7600	4000	5,9,52	1.00	2.00	R T G AC
		CA	TW 9-5280	200	22,8	"	"	" " " "
		EA	NE 9-8200	500	7,19,52	"	"	" " " "
		NE	IL 7-3000	200	3,6,22	"	"	" " " "
		NY	DE 5-6600	200	20,21	"	"	" " " "
		TW	CK 5-4525	250	8,7	"	"	" " " "
		UA	IL 8-4900	6000	6,8,22,5	"	"	" " " "
(Idlewild)		AA	HA 4-7600	10000	5,9,10,15,50,50c,52	"	"	" " " "
		AET	CL 6-6160	550	7	....	....	.....
		AERONAVES	ST 6-7341	...	14a	....	....	.....
		AF	CL 6-5800	200	7	1.00	2.00	R T AC
		AVIANCA	ST 6-7341	660	7	....	....	" " "
		AZ	JU 2-6500	440	15,53c	1.00	2.00	" " "
		BA	CL 6-5600	11100	11,8	....	....	" " "
		BN	CL 6-5243	6000	50,50c	1.00	2.00	" " "
		CUBANA	.....	200	3,22,7	...	....	.....
		DL	CL 6-5822	200	8,10,53,55	1.00	2.00	R T G AC
		EA	CL 6-7020	6000	6,7,10,19,52,23,53b	"	"	" " " "
		LH	CL 6-5560	...	7	...	....	" " "
		LY	CL 6-5290	650	8	...	....	" " "
		KLM	WH 4-3480	10000	10,15,23,53	.55	1.75	" " "
		NA	CK 7-8181	10000	9,5,10,7 6,52,23,53	1.00	2.00	" " " "
		NE	CL 6-5398	200	6,50,55	"	"	" " " "
		NW	CL 6-5250	2000	6,10,53b,52,15a,50c	"	"	" " " "
		NY	DE 5-6600	200	20,21	"	"	" " " "
		PAA	KX 2-5700	5500	2,10,50,15,53	"	"	" " " "

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
NEW YORK, N.Y. (Idlewild Com't.)	IDL							
		RD	DL 6-9748	10000	1,2,15	1.00	2.00	R T G AC
		SAB	.....	440	14,9,5,15, 10	"	"	" " " "
		SN	JU 6-1050	400	5,6,15	...	....	" " " "
		SK	CL 7-8000	1000	5,6,10	...	....	" " " "
		SR	PL 7-4433	6000	2,6	...	....	" " " "
		TC	JU 6-3210	500	22a	1.00	2.00	" " " "
		TRC	CL 6-5997	4000	4,6,2	"	"	" " " "
		TW	CK 5-4525	7500	8,7,23, 50,55	"	"	" " " "
		UA	CL 6-5777	6000	5,10,15,22, 53,50c,8,56	"	"	" " " "
(Newark)	EWR	AA	MA 3-4062	6000	9,5,15, 10,52	1.00	2.00	R T G AC
		LA	MI 3-3888	200	3,19,9	"	"	" " " "
		BN	MA 3-2041	6000	10,15	"	"	" " " "
		DL	MA 3-3543	6000	1a, 10	"	"	" " " "
		EA	MI 3-8389	6000	10,19,52	"	"	" " " "
		FTL	MA 4-3700	10000	23	"	"	" " " "
		MD	MI 2-0335	200	9,3	"	"	" " " "
		NA	MA 4-1953	400	9,5,6,10,7	"	"	" " " "
		NW	MA 4-8797	200	10,52	"	"	" " " "
		NY	MI 2-8681	200	20,21	"	"	" " " "
		TW	MA 3-5640	3500	8,7,23	"	"	" " " "
		UA	MA 4-8300	6000	15,10,6, 5,8,22	"	"	" " " "
NEWPORT, V.T	RPK	AIRX	NE 662					
		NE	1099	200	Seasonal			Rc C
NEWPORT NEWS, VA.	PHF	AIRX	5-1253					
		NA	LY 6-1571	200	5,6	.55	1.35	Rc Tc G C
		PI	LY 6-2621	100	3	"	"	" " " "
		UA	LY 6-1141	150	6,22	"	"	" " " "
NIAGARA FALLS, N.Y.	IAG	AIRX	BU 5-1243			.65	1.95	
		AA	EN 9-140		Served through Buffalo, N. Y.			
		LC	.....		Served through Buffalo, N. Y.			
		MO	NF 2-3000		Served through Buffalo, N. Y.			
		AL	SP 4800		Served through Buffalo, N. Y.			
		UA	NF 2-2240		Served through Buffalo, N. Y.			
NOME, ALAS. (E)	OME	AS	MA 199	1000	3,4	.90	1.00	.....
NORFOLK, NEB.	OFK	AIRX	FR 1-9420					
		NO	FR 1-5600	200	3	No Service		.....
NORFOLK, VA.	ORF	AIRX	MA 5-4564					
		NA	UL 3-4378	400	5,6	.55	1.25	R Tc G C
		PI	UL 5-4761	100	3	"	"	" " " "
		MD	.....		Demand Service			
		UA	UL 3-3101	250	6,22	.5	"	" " " "
NORTH BAY, ONT.	YYB	TC	3366	500	22	.50	1.00	Rc Tc C
NORTH BEND, ORE.	OTH	AIRX	.....					
		WC	SK 9-1011	150	3	No Service		R T C
NORTH HOLLYWOOD, CALIF. (E)		AIRX	.....					
		LC	ZE 7511	200	20	...	....	LAX
NORTH PLATTE, NEB.	LBF	AIRX	151					
		FL	LE 2-3600	200	9	No Service		Rc DEN
NORWALK, CONN.		AIRX	TE 8-4708					
		NY	.....	200	19	No Service		.....
OAKLAND, CALIF.	OAK	AIRX	TE 2-5030					
		WA	LO 2-6400	150	6,50	.90	1.75	R T SFO
		UA	LO 3-3134	400	9,10	"	"	" " "
OCALA, FLA.	OCA	AIRX	MA 2-4342					
		EA	MA 2-3207	200	19	.55	1.10	R Tc G TPA
OGDEN, UTAH	OGD	AIRX	.....					
		WC	.....			.40	1.10	.....
ODESSA, TEX.	MAF	AIRX	FE 2-5412					
		AA	FE 7-3561	250	5	.40	1.25	Rc Tc ELP
		CO	FE 7-2371	200	9,3	"	"	" " "
OGDENSBURG, N.Y.	OGS	AIRX	24					
		MO	1226	200	3	No Service		Rc Tc C
OIL CITY, PA.	FKL	AIRX	.....					
		AL	ID 2-3125	See Franklin, Pa.				
OKLAHOMA CITY, OKLA.	OKC	AIRX	CE 2-9101					
		AA	ME 2-6378	600	5,9,10, 52,50c	.70	1.40	R T G DAL
		BN	MU 5-5113	500	9,5,32	"	"	" " " "
		CO	MU 5-7791	200	3,22	"	"	" " " "
		CN	MU 5-7744	200	3	"	"	" " " "
		TW	ME 8-3377	400	8,55	"	"	" " " "
OLATHE N.A.S., KAN.			.....	See Kansas City, Mo.				
OLYMPIA, WASH.	OLM	AIRX	6-4721					
		WC	FL 6-6445	150	3	No Service		Rc T C
OMAHA, NEB.	OMA	AIRX	AT 6254					
		BN	WE 0682	500	9,5	.55	1.25	R T G C
		FL	346-8900	200	3,9	"	"	" " " "
		NO	341-9876	200	3	"	"	" " " "
		OZ	HA 7957	200	3,54	"	"	" " " "
		UA	WE 2429	400	5,6,10,53	"	"	" " " "
OMAK, WASH.	OMK	AIRX	241					
		WC	612	150	3	No Service		Rc Tc GEG
ONTARIO, ORE.	ONO	AIRX	162					
		WC	TU 9-5632	150	3	No Service		Rc Tc GEG
ONTARIO, CALIF.	ONT	AIRX	NA 2-1524					
		EL	YU 6-6724	200	54	.65	1.40	Rc Tc LAX
		WA	YU 6-1119	150	6	"	"	" " "
OPHEIM A.F.S., MONT.			.....	See Glasgow, Mont.				

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
ORANGE, CALIF. (E)		AIRX	KE 8-3165					
		LX	.....	200	200	...	....	LAX
ORLANDO, FLA.	ORL	AIRX	GA 2-5192					
		DL	CH 1-4330	4000	5,1a	.60	1.20	R T G TPA
		EA	4-4524	200	9,19,7, 10,52	"	"	" " " "
		NA	GA 2-0709	5000	9,10,23,52	"	"	" " " "
		RD	GA 5-2696	6000	1,2	"	"	" " " "
OSHKOSH, WISC.	OSH	AIRX	HE 5-9440					
		NO	HE 5-3105	200	3,9	.70	1.35	Rc Tc
OSSINING, N.Y.		NY	ME 1-0056	200	20	No Service		LGA
OTIS A.F.B., MASS.			.....	See Hyannis, Mass.				
OTTAWA, ONT.	YOW	AIRX	CE 2-7371					
		EA	CE 2-7371	200	19	No Service		Rc Tc AC
		TC	CE 2-9611	300	22	.50	1.00	" " "
OTTUMWA, IA.	OTM	AIRX	MU 2-1824					
		OZ	MU 2-1660	200	3,54	.80	1.60	R T PIA
OWENSBORO, KY.	OWB	AIRX	MU 3-1077					
		EA	MU 3-1585	200	19	.50	1.50	Rc Tc SDF
		OZ	MU 4-2976	200	3,54	"	"	" " "
OXNARD, CALIF.	OXR	AIRX	WO 5-6607					
		PC	HU 3-4614	200	19,54	No Service		Rc Tc LAX
PADUCAH, KY.	PUK	AIRX	2-1676					
		DL	2172	200	9	.55	1.85	Rc Tc EVV
		OZ	3-6238	200	3,54	"	"	" " "
PAGE, ARIZ.	PGA	AIRX	.....					
		HL	MI 5-2404	200	54	...	....	....
PALATKA, FLA.	PLK	AIRX						
		RD	.....	6000	1	Demand Service		
PALMDALE, CALIF.	PMD	AIRX	WI 7-3392					
		PC	.....	See Lancaster, Calif.				
PALM SPRINGS-INDIO, CALIF.	PSP	AIRX	FA 5-2636					
		HL	FA 5-5053	200	54	No Service		Rc Tc SAN
		WA	FA 5-2709	200	6	"	"	" " "
PANAMA CITY, FLA.	PFN	AIRX	SU 5-4221					
		NA	PO 3-9087	200	9	.80	1.10	R Tc G C
		SO	SU 5-6166	100	3	"	"	" " " "
PANTEX ORDANCE PLANT, TEX.			.....	See Amarillo, Tex.				
PARIS, TEX.	PRX	AIRX	SU 4-3595					
		CN	SU 4-8535	200	3	.60	1.35	Rc T DAL
PARIS, TENN.	PHT	AIRX	.....					
		SO	3300	100	3	No Service		BNA
PARKERSBURG, W.VA.	PKB	AIRX	GA 2-7695					
		AL	HU 5-4541	200	3,19	.60	1.60	Rc Tc PIT
		LC	HU 5-5542	150	3,9	"	"	" " "
		PI	GA 8-6787	100	3	"	"	" " "
PARSONS, KAN.		AIRX	.....					
		CN	.....	...	.....	No Service		.....
PASCAGOULA, MISS.		AIRX	.....					
		SO	.....	...	.....	No Service		.....
PASCO, WASH.	PSC	AIRX	LI 7-4242					
		WC	LI 7-5547	150	3	.55	1.60	Rc Tc GEG
PASO ROBLES, CALIF.	PRB	AIRX	68					
		PC	1700	200	19,54	...	....	Rc Tc LAX
PATTERSON, N.J.	PNJ	AIRX	MU 4-4310					
		NY	.....	200	20	No Service		LGA
PAYETTE, IDA.	PYO	AIRX	.....					
		WC	TU 9-5632	See Ontario, Ore.				
PECOS, TEX.	PEQ	AIRX	HI 5-2781					
		TT	HI 5-2738	150	3	No Service		Rc T ELP
PELLSTON, MICH.	PLN	AIRX	.....					
		NO	LK 9-8484	200	9	.35	.75	Rc C
PENDLETON, ORE.	PDT	AIRX	CR 6-4651					
		UA	CR 6-7211	400	9,5,10	.45	.95	Rc T GEG
		WC	CR 6-2461	150	3	"	"	" " "
PENSACOLA, FLA.	PNS	AIRX	HE 2-5166					
		EA	HE 2-2314	200	9,7,19	.50	.95	Rc T G C
		NA	HE 2-5152	400	9	"	"	" " " "
PENTICTON, B.C.	YYF	CP	2947	200	9	.25	.60	Rc Tc C
PEORIA, ILL.	PIA	AIRX	4-9236					
		AA	7-3555	250	9	.50	1.45	Rc T C
		OZ	7-3548	200	3,54	"	"	" " "
PERRIN A.F.B., TEX.			.....	See Sherman, Tex.				
PERU, IND.	OKK	AIRX	GR 3-7151					
		LC	FI 9-2669	See Kokomo, Ind.				
PETOSKEY, MICH.		NO	DI 7-2923	See Pellston, Mich.				.....
PHELPS COLLINS BASE, MICH.			.....	See Pellston, Mich.				
PHILADELPHIA, PA.	PHL	AIRX	SA 6-8090					
		AA	SA 7-7977	6000	9,5,15, 52,10,50	.65	1.70	R T G C
		AL	SA 9-6650	200	3,19	"	"	" " " "
		DL	SA 7-9912	6000	10,1a,55	"	"	" " " "
		EA	SA 9-2115	200	10,7,19, 52,53b	"	"	" " " "
		FT	SA 6-7100	10000	Served through New York/Newark			
		NA	SA 6-2235	4000	5,6,23,52	.65	1.70	R T G C
		NE	SA 4-0310	200	6,22,55	"	"	" " "
		PAA	LO 8-1360	1100	50,53	"	"	" " " "
		RD	SA 6-9133	6000	1,2,15	"	"	" " " "
		TW	LC 8-3230	4000	8,7,50,23	"	"	" " " "
		UA	SA 7-9234	6000	5,6,10 15,53,4,22	"	"	" " " "

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
PHILIPSBURG, PA.	PSB	AIRX	DI 2-3510					
		AL	DI 2-1670	200	3,19	.80	1.80	Rc PHL
PHOENIX, ARIZ.	PHX	AIRX	BR 5-0351					
		AA	AL 8-6761	600	5,10,50c	.55	1.40	Rc Tc G DUG
		BL	AL 8-8466	200	54	"	"	" " " "
		FL	BR 5-7521	200	3,9	"	"	" " " "
		TW	BR 5-5487	400	8,7,55	"	"	" " " "
		WA	BR 5-6271	200	52	"	"	" " " "
PICATINNY ARSENAL, N. J.			.....	See Newark, N. J.				
PIERRE, S. D.	PIR	AIRX	CA 4-4801					
		NO	CA 4-5846	200	3	No Service		Rc Tc CMA
		WA	CA 4-7372	200	6	"	"	" " "
PINE BLUFF, ARK.	PBF	AIRX	JE 4-0031					
		TT	JE 8612	150	3	.55	1.10	Rc MEM
PINEHURST, N.C.	SOP	AIRX	OX 5-3001					
		PI	OX 2-8941	...	.....	1.00	1.00	.....
PITTSBURG, KAN.	PTS	AIRX	AD 1-1240					
		OZ	3600	200	3,54	No Service		Rc
PITTSBURGH, PA.	PIT	AIRX	SP 1-2442					
		AA	SP 1-2255	200	5	.80	1.55	R T G C
		AL	SP 1-3514	200	3,19	"	"	" " " "
		EA	SP 1-3100	200	9,7,19,10	"	"	" " " "
		LC	SP 1-4938	150	3	"	"	" " " "
		NW	SP 1-1000	200	6,52	"	"	" " " "
		TW	EX 1-3240	3000	8,7,50,23,55	"	"	" " " "
		UA	FE 1-6137	200	3,6,4,,5,50c	"	"	" " " "
PITTSFIELD, MASS.	PSF	AIRX	HI 2-6921					
		MO	2-8635	100	3	.80	1.30	Rc Tc BDL
		NE	HI 7-9857	200	3	"	"	" " "
PLAINVIEW, TEX.	PVW	AIRX	CA 4-2392					
		CN	CA 4-7829	200	3	.40	.85	DAL
PLATTSBURG, N. Y.	PLB	AIRX	JO 3-0610					
		EA	1983	200	19	.55	1.10	Rc Tc MAL
POCATELLO, IDA.	PIH	AIRX	CE 2-2891					
		WA	CE 2-8756	200	6	.55	1.15	Rc Tc G GTF
		WC	CE 2-3584	150	3	"	"	" " " "
POMONA, CALIF. (E)	JPO	AIRX	NA 2-1524					
		LX	NA 9-7066	200	20	...	....	LAX
PONCA CITY, OKLA.	PNC	AIRX	RO 5-70171					
		CN	RO 2-1611	200	3	No Service		Rc T MKC
PONTIAC, MICH.	PTK	AIRX	FE 4-7166					
		NO	OR 4-0487	200	9	No Service		Rc Tc YIP
POPE A.F.B., N. C.			.....	See Fayetteville, N. C.				
PORT ANGELES, WASH.	CLM	AIRX	GL 7-6631					
		WC	GL 7-3101	150	3	No Service		Rc T C
PORT ARTHUR, ONT.	YQT	TC	MA 2-0641	...	....	.50	1.00	.....
		NO	See Fort William, Ont.					
PORT ARTHUR, TEX.	BPT	AIRX	2-4331					
		DL	YU 2-4321	300	9	.55	1.50	Rc T C
		EA	YU 3-3317	200	9,10	"	"	" " "
		TT	TA 2-3421	...	.....	"	"	" " "
PORT HURON, MICH.	PHN	AIRX	YU 4-4134					
		NO	EM 4-6666	200	3	No Service		Rc Tc YIP
POINT MUGU N.A.S., CALIF.			.....	See Los Angeles, Calif.				
PORTLAND, ME.	PWM	AIRX	SP 4-5791					
		NE	SP 4-3941	200	3,6,22	.60	1.35	
PORTLAND, ORE.	PDX	AIRX	CA 8-8411					
		AS	AT 8-5073	1000	4,6	.65	1.50	R T G C
		FT	AT 1-1158	10000	1	"	"	" " " "
		NW	AT 8-5811	300	6,10,52,53b,50c	"	"	" " " "
		PAA	CA 7-6675	1100	50,53	"	"	" " " "
		PC	AT 8-6101	200	19,54	"	"	" " " "
		PN	AT 8-5043	...	3,4,8	"	"	" " " "
		UA	AT 7-2411	6000	9,6,10,5,53,50c,15	"	"	" " " "
		WA	AT 4-5656	200	52,50c	"	"	" " " "
		WC	AT 8-5551	150	3	"	"	" " " "
PORTSMOUTH, OHIO	PMH	AIRX	EL 3-4186					
		LC	HL 9-6321	150	3	.80	1.60	.....
POUGHKEEPSIE, N.Y.	POU	AIRX	GR 1-2800					
		MO	GR 1-3900	100	3	No Service		Rc Tc ALB
POWELL, WYO.	POY	AIRX	SK 4-4151					
		FL	SK 4-4222	200	3	No Service		Rc Tc GTF
PRESCOTT, ARIZ.	PRC	AIRX	26					
		BL	252	200	54	.65	1.20	Rc Tc DUG
		FL	HI 5-2100	200	3	"	"	" " "
PRESQUE ISLE, ME.	PQI	AIRX	6-811					
		NE	PO 4-6931	200	3,6	No Service		R T HUL
PRINCE GEORGE, B.C.	YXS	CP	.....	200	3,6,9	...	....	Rc Tc C
PRINCE RUPERT, B.C.	YPR	CP	3213	200	.....	No Service		Rc C
PRINCETON, W.VA.	HLF	AIRX	DA 7-9217					
		PI	EN 0500	100	3	No Service		Rc INT
PROVIDENCE, R.I.	PVD	AIRX	DE 1-0140					
		AL	RE 9-3100	200	9,19	.50	1.50	R T G
		EA	RE 7-9616	200	10,7,52	"	"	" " "
		FT	EL 1-8500	Served through Boston, Mass.				
		MA	RE 9-1405	200	5	.50	1.50	R T C
		UA	TE 1-6930	400	10	"	"	" " "
PUEBLO, COLO.	PUB	AIRX	LI 4-0037					
		CN	.....	...	.....	.55	1.25	Rc T G DEN
		CO	WH 8-3316	200	3,22	"	"	" " " "
		FL	WH 8-3323	200	3	"	"	" " " "
PULLMAN, WASH.	PUW	AIRX	LO 8-5501					
		WC	LO 7-3761	150	3	.55	1.60	Rc Tc GEG
QUANTICO MARINE CORPS SCHOOL, VA.				See Washington, D. C.				
QUEBEC CITY, QUE.	YQB	TC	MU 3-3685	600	22	.75	1.00	Rc Tc C
QUESNEL, B.C.	YQZ	CP	60	200	3	No Service		Rc Tc
QUINCY, ILL.	UIN	AIRX	BA 2-0123					
		OZ	BA 2-3442	200	3,54	.75	1.75	Rc Tc STL
RADFORD ARSENAL, VA.			.....	See Roanoke, Va.				
RALEIGH, N.C.	RDU	AIRX	VA 8-4421					
		EA	TE 2-7380	200	19,7,9,52	.70	1.50	Rc T G C
		PI	VA 8-5721	100	3	"	"	" " " "
		UA	TE 2-3876	150	22	"	"	" " " "
RAPID CITY, S. D.	RAP	AIRX	FI 2-0150					
		FL	FI 3-6361	200	3,9	1.05	1.10	Rc Tc DEN
		NO	FI 3-5544	200	3	"	"	" " "
		WA	FI 2-7110	200	6	"	"	" " "
RANDOLPH A.F.B., TEX.			.....	See San Antonio, Tex.				
RARITAN ARSENAL, N.J.			.....	See Newark, N. J.				
RAVENNA ARSENAL, OHIO			.....	See Akron, Ohio				
RAWLINS, WYO.	RWL	AIRX	EA 4-3362					
		FL	WA 4-4571	200	3	No Service		Rc Tc DEN
READING, PA.	RDG	AIRX	FR 4-1191					
		AL	FR 4-4508	200	3,19	.45	1.35	R Tc PHL
		EA	FR 5-8565	200	19	"	"	" " "
		TW	FR 6-7353	250	8	"	"	" " "
RED BLUFF, CALIF.	RBL	AIRX	LA 7-4601					
		PC	LA 7-1701	200	3	No Service		Rc Tc ACV
REDDING, CALIF.	RDD	AIRX	CH 1-3613					
		PC	CH 3-1211	200	3,54	.80	1.60	Rc Tc ACV
REDMOND, ORE.	RDM	AIRX	LI 8-2217					
		WC	LI 8-2976	See Bend, Ore.				
REED CITY, MICH.	RCT	AIRX	.....					
		NO	TE 2-4361	200	9	No Service		Rc Tc
REESE A.F.B., TEX.			.....	See Lubbock, Tex.				
REGINA, SASK.	YQR	TC	LA 2-5622	500	13,3,22	.50	1.00	Rc Tc C
		NO	LA 7-8255	200	3	No Service		.....
RENO, NEV.	RNO	AIRX	FA 9-0466					
		BL	FA 9-0001	200	54	.50	1.25	Rc Tc G SFO
		UA	FA 9-1020	400	9,5,10,6	"	"	" " " "
		WA	FA 3-1801	200	6	"	"	" " " "
RHINELANDER, WISC.	RHI	AIRX	FO 2-2321					
		NO	FO 2-6316	200	3	No Service		Rc Tc
RICHLAND, WASH.	PSC	AIRX	LI 7-4242					
		WC	LI 7-5547	See Pasco, Wash.				
RICHMOND, IND.	RID	AIRX	2-2421					
		LC	4-1121	150	3	.75	1.50	.....
RICHMOND QUARTERMASTER DEPOT, VA.				See Richmond, Va.				
RICHMOND, VA.	RIC	AIRX	EL 8-2301					
		EA	FA 4105	200	19,7,10,52	.80	1.50	R T C
		MA	RE 7-4186	200	9,6	"	"	" " "
		PI	RE 7-4101	100	3	"	"	" " "
		UA	RE 7-4117	150	10,22,5,6	"	"	" " "
RIMOUSKI, P.Q.	YRW	QBA	.....	400	3	...	....	.....
RIO VISTA DEPOT ACTIVITY, CALIF.			.....	See Sacramento, Calif.				
RIVERBANK ORDANCE PLANT, CALIF.			.....	See Modesto, Calif.				
RIVERSIDE, CALIF.	JRD	AIRX	.....					
		BL	OV 9-6221	200	54	No Service		Rc LAX
RIVERTON, WYO.	RIW	AIRX	UL 6-9660					
		FL	UL 6-9226	200	3,9	No Service		Rc Tc DEN
ROANOKE, VA.	ROA	AIRX	DI 4-4962					
		AA	EM 6-3455	200	9	.45	1.00	R T G RIC
		EA	6-0351	200	19,9	"	"	" " " "
		PI	EM 6-0381	100	19	"	"	" " " "
ROCHESTER, MINN.	RST	AIRX	AT 2-2706					
		DN	AT 9-4591	200	9	.55	1.25	Rc T G C
		NW	AT 2-1709	2000	6,10,52,15a	"	"	" " " "
		OZ	3333	200	3,54	"	"	" " " "
ROCHESTER, N.Y.	ROC	AIRX	LO 2-9400					
		AA	FA 8-4040	500	5,9,10,52	.55	1.25	R Tc G AC
		FT	BA 5-1473	Served through Buffalo, N. Y.				
		MO	FA 8-1550	200	9,3	.55	1.25	R Tc G AC
		UA	HE 5-8524	250	3,22,5,6	"	"	" " " "
ROCKFORD, ILL.	RFD	AIRX	WO 3-0471					
		OZ	5-0661	200	3,54	.75	1.75	.....
ROCKLAND, ME.	RKD	AIRX	LY 4-4341					
		NE	LY 4-4424	200	3	No Service		Rc C
ROCK ISLAND ARSENAL, ILL.			.....	See Moline, Ill.				
ROCK SPRINGS, WYO.	RKS	AIRX	EM 2-3581					
		FL	EM 2-5522	200	3	.55	1.10	Rc Tc DEN
ROCKY MOUNT, N.C.	RMT	AIRX	2-2128					
		PI	GI 2-7475	100	3	.55	1.60	Rc Tc RDU
ROME, GA.	RMG	AIRX	6628					
		EA	2-1521	200	19	.45	1.10	Rc T ATL
ROME, N.Y.	UCA	AIRX	RA 4-3141					
		MO	FF 7-7000	See Utica, N. Y.				
ROSEBURG, ORE.	RBG	AIRX	OR 3-4515					
		WC	OR 3-3231	150	3	No Service		R T OTH
ROSWELL, N.M.	ROW	AIRX	MA 2-9160					
		CO	MA 2-7432	200	3	.35	.75	Rc Tc ELP

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
ROSS BAY, LAB.	YRF	QBA	.....	400	3	...	....	.....
ROUYN, QUE.	YUY	TC	RO 2-2222	200	22	.75	1.00	Rc Tc C
RUPERT, IDA.	RXI	AIRX	HE 6-3491					
		WC	GR 8-7402	150	3	No Service		R T GTF
RUTHERFORD, N.J.	RTF	AIRX	PR 7-2016					
		NY	.....	200	20	No Service		LGA
RUTLAND, VT.	RUT	AIRX	PR 3-8688					
		EA	PR 3-6990	200	19	.65	1.10	Rc Tc RTV
SACRAMENTO, CALIF.	SAC	AIRX	GI 1-1235					
		PC	GA 8-7200	200	19,3,54	.60	1.35	R Tc G SFO
		UA	GA 1-1000	400	9,5,10	"	"	" " " "
		WC	GA 1-2440	150	3	"	"	" " " "
SAFFORD, ARIZ.	SAD	AIRX	DA 563					
		FL	1004	200	3	No Service		Rc DUG
SAGINAW, MICH.	MBS	AIRX	PL 2-3175					
		NO	OX 5-4091	200	3,9	.75	1.55	Rc Tc C
		UA	OX 5-6371	250	22,6	"	"	" " "
SAGUENAY, QUE.	YBG	TC	LI 3-7788	250	22	No Service		.....
SAINT JOHN, N.B.	YSJ	TC	OX 3-1231	500	22,13	.50	1.00	Rc Tc C
ST. ALBANS A.F.S., VT.			.....	See Burlington, Vt.				
ST. JOHN'S N'FLD.	YYT	TC	7011	1000	13,22	.50	1.00	Rc Tc C
		MAR	.....	500	3,1,4	...	....	R T A
ST. JOSPEH, MO.	STJ	AIRX	AD 4-1677					
		FL	AD 4-7919	200	3,9	.55	1.35	Rc Tc C
ST. JOSEPH, MICH.		NO	WA 7-3118	...	.....	No Service		.....
ST. LOUIS, MO.	STL	AIRX	PE 1-2266					
		AA	PA 5-5510	7000	9,5,10,15,52,50c	.75	1.65	R T G C
		BN	PE 1-2243	200	9,22	"	"	" " " "
		CN	PE 1-2231	200	3	"	"	" " " "
		DL	PE 1-2194	6000	9,5,10,1a, 55	"	"	" " " "
		EA	PE 1-0510	200	9,19,10,52,7	"	"	" " " "
		OZ	PE 1-0990	200	3,54	"	"	" " " "
		TW	GE 6-4800	7500	8,7,50,23,55	"	"	" " " "
ST. PAUL, MINN.	MSP	AIRX	CA 2-7751	See Minneapolis, Minn.				
ST. PETERSBURG, FLA.		AIRX	ST 7-4346					
	PIE	EA	HE 5-2121	200	7,9,10	.75	1.50	R Tc G AC
		DL	HE 6-7754	300	5	"	"	" " "
		NA	HE 5-2161	200	9,52	"	"	" " " "
		NE	TA 7-8492	Served through Tampa, Fla.				
		NW	HE 6-9181	200	52	.75	1.50	" " " "
		RD	RE 6-1351	6000	1	"	"	" " " "
		TC	5-7611	Served through Tampa, Fla.				
		TW	OR 1-6111	Served through Tampa, Fla.				
SALEM COAST GUARD AIR STATION, MASS.				See Boston, Mass.				
SALEM, ORE.	SLE	AIRX	EM 3-4464					
		UA	EM 2-2441	300	9	.55	1.10	Rc T G PDX
		WC	JU 1-2448	150	3	"	"	" " "
SALINA, KAN.	SLN	AIRX	TA 7-0109					
		CO	TA 7-5553	200	3	.40	1.10	Rc T G MXC
SALINAS, CALIF.	SNS	AIRX	HA 5-4476					
		UA	HA 4-7686	200	9	.65	1.25	R T SFO
SALISBURY, MD.	SBY	AIRX	PI 9-4411					
		AL	PI 9-3158	200	3	.50	2.10	Rc T
SALT LAKE CITY, UTAH		AIRX	EL 5-1771					
	SLC	HL	DA 8-8656	200	54	.40	1.10	R Tc G DEN
		FL	EM 3-6796	200	3,9	"	"	" " " "
		FT	.....	...	.....	"	"	" " " "
		UA	DA 8-8044	6000	9,5,6,10,15,50c	"	"	" " " "
		WA	EM 4-1471	200	6,52,50	"	"	" " " "
		WC	DA 8-0576	150	3	"	"	" " " "
SAN ANGELO, TEX.	SJT	AIRX	2-1696					
		CO	7196	200	3,22	.50	1.10	Rc Tc SAT
		TT	8193	150	3	"	"	" " "
SAN ANTONIO, TEX.	SAT	AIRX	TA 2-3891					
		AA	TA 4-1401	6000	5,15,10,50c	.55	1.10	R T G C
		BN	TA 2-3351	500	52,9,50,50c	"	"	" " " "
		CMA	CA 5-6303	...	4,5	...	....	" " " "
		CO	TA 6-8591	400	10,5,6	.55	1.10	" " " "
		EA	TA 6-3230	200	9,10,52,53b	"	"	" " " "
		TT	TA 6-6301	150	3	"	"	" " " "
SAN BENITO, TEX.	HRL	AIRX	EX 9-1881					
		TT	GA 3-4200	150	3	No Service		Rc DAL
SAN BERNARDINO, CALIF.		AIRX	TU 4-4131					
	ONT	LX(E)	TU 9-4000	200	20	...	....	Rc LAX
		WA	YU 6-1119	200	6	No Service		" "
SAN DIEGO, CALIF.	SAN	AIRX	BE 3-7238					
		AA	CY 6-6128	6000	5,10,50c	.65	1.50	Rc T G AC
				10000	via LAX			
		HL	CY 6-6144	200	54	"	"	" " " "
		DL	CY 7-3735	250	10	"	"	" " " "
		FT	CY 6-6273	6000	Served through Burbank, Calif.			
		NA	CY 8-3657	200	52	.65	1.50	Rc T G AC
		UA	BE 4-7171	400	9,5,10,53,50c	"	"	" " " "
		WA	CY 8-8861	200	6,52	"	"	" " " "
SANDSPIT, B.C.	YZP	CP	.....	200	3	No Service		.....

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
SAN FRANCISCO, CALIF.		AIRX	EX 2-3100					
	SFO	AA	YU 2-4620	6000	5,10,15,50	.90	1.75	R T G AC
		DL	.....	...	.....	"	"	" " " "
		FT	PL 5-9405	10000	1,15,23	"	"	" " " "
		JL	JU 3-3612	13000	6	...	....	" " " "
		NA	JU 3-2707	200	52	.90	1.75	" " " "
		PAA	EX 7-1414	5500	15,50,53	"	"	" " " "
		PC	PL 5-9200	200	3,19,54	"	"	" " " "
		TW	YU 2-5800	7500	8,7,50,23,55	"	"	" " " "
		UA	JU 8-2424	6000	9,15,6,10,53,50c,5	"	"	" " " "
		WA	JU 9-4740	200	6,52,50,50c	"	"	" " " "
		WC	PL 6-8555	150	3	"	"	" " " "
SAN JOSE, CALIF.	SJC	AIRX	CY 2-0434					
		PC	CY 5-5408	200	3,19,54	1.10	2.20	Rc Tc SFO
SAN JUAN, P.R.	SJU	DL	9-0045	200	9	.65	1.35	R AC
		AVIANCA	.....	...	7	...	....	.....
		EA	9-0020	6000	10,6,23,53b, 7	.65	1.35	Rc Tc AC
		PAA	3-8000	5500	2,6,50,15,53	.60	1.50	T AC
		RD	9-0360	10000	1,2,15	...	....	" " "
		TRC	9-0037	4000	4,6,2	...	....	" " "
SAN LUIS OBISPO, CALIF.		AIRX	613-8334					
	PRB	PC	EN 1-1513	...	.....	No Service		.....
SANTA ANA, CALIF.	SNA	AIRX	KI 2-1269					
		HL	KI 5-1146	200	54	.70	1.60	Rc Tc LAX
		LX(E)	KE 5-2633	200	20	...	....	" " "
SANTA BARBARA, CALIF.		AIRX	WO 5-6607					
	SBA	PC	WO 8-5121	Freight Service suspended				
		UA	WO 7-1255	200	9	.70	1.45	R T LAX
SANTE FE, N.M.	SAF	AIRX	3-6451					
		CO	YU 3-6397	200	3,22	1.05	1.10	Rc Tc G ELP
SANTA MARIA, CALIF.	SMX	AIRX	WA 5-5500					
		PC	WA 5-8835	200	3,19,54	.55	1.10	Rc Tc LAX
SANTA MONICA, CALIF.	SMO	LX(E)	EX 3-8287	200	20	...	....	Rc LAX
SANTA ROSA, CALIF.	STS	AIRX	LI 6-1882					
		PC	LI 2-7095	200	3,19	No Service		Rc Tc SFO
SARANAC LAKE, N.Y.	SLK	AIRX	SL 189					
		EA	2052	200	19	.65	1.25	Rc Tc MAL
SARATOGA SPRINGS A.F.S., N. Y.			.....	See Albany, N. Y.				
SARASOTA, FLA.	SRQ	AIRX	RI 6-3565					
		NA	EL 5-6447	200	9,52	.50	1.00	R Tc TPA
		RD	.....	...	Demand Service			
		EA	355-5179	200	7,9,19,52	.50	1.00	" " "
SASKATOON, SASK.	YXE	TC	8224	400	13,22	.50	1.00	Rc Tc C
SAULT STE.MARIE, MICH.		AIRX	ME 2-8461					
	INR	NO	GY 5-2215	200	3,9	.50	1.00	Rc Tc G AC
SAULT STE.MARIE, ONT.		TC	AL 5-5666	200	22	.35	1.00	Rc Tc C
SAVANNAH, GA.	SAV	AIRX	AD 2-1125					
		DL	AD 3-2067	300	9	.75	1.50	R T G C
		EA	AD 3-6651	200	19	"	"	" " " "
		NA	AD 6-8234	200	9,6	"	"	" " " "
SCOTT A.F.B., ILL.			.....	See St. Louis, Mo.				
SCOTTSBLUFF, NEB.	BFF	AIRX	ME 2-2516					
		FL	ME 5-2067	200	3,9	.55	1.10	Rc Tc DEN
SCHEFFERVILLE, P.Q.	YKL	QBA	.....	400	3	...	....	.....
SCRANTON, PA.	AVP	AIRX	DI 7-2083	See Wilkes-Barre, Pa.				
SEAL BEACH AMMUNITION DEPOT, CALIF.				See Long Beach, Calif.				
SEATTLE, WASH.	SEA	AIRX	CH 2-4241					
(Seattle-Tacoma)		AS	CH 2-0600	1000	4,6	.60	1.65	Rc Tc G AC
		NW	CH 3-4500	2000	6,10,52,53b,15a	"	"	" " " "
		PAA	MA 4-2121	1100	6,50,53	"	"	" " " "
		PN	CH 3-1079	...	4,8,16	"	"	" " " "
		TC	CH 2211	300	3	"	"	" " " "
		UA	CH 4-4000	6000	9,6,10,15,53,50c,5	"	"	" " " "
		WA	CH 3-5800	200	52,50c	"	"	" " " "
		JL		6000	53b	"	"	" " " "
(Boeing Field)		FT	PA 3-5916	10000	1	"	"	" " " "
		WC	PA 5-5500	150	3	"	"	" " " "
SELMA, FLA.	SES	AIRX	TR 4-8101					
		DL	4-7981	200	3	.50	1.00	Rc Tc ATL
SENECA ORDANCE DEPOT, N. Y.			.....	See Ithaca, N. Y.				
SEVEN ISLANDS, QUE.	YZV	TC	.....	600	22	.65	1.00	Rc Tc C
SHARPE GENERAL DEPOT, CALIF.			.....	See Stockton, Calif.				
SHAW A.F.B., S.C.			.....	See Columbia, S. C.				
SHEFFIELD, ALA.	MSL	AIRX	EV 3-6414					
		EA	EV 3-5521	200	9	.65	1.60	Rc T BHM
		SO	EV 3-4581	200	3	"	"	" " "
SHELBYVILLE, TENN.	THA	AIRX	MU 4-7732					
		SO	GL 5-5945	See Tullahoma, Tenn.				
SHEPPARD A.F.B., TEX.			.....	See Wichita Falls, Tex.				
SHERIDAN, WYO.	SHR	AIRX	OR 4-4571					
		WA	OR 4-2424	200	6	.50	1.00	Rc Tc GTF
SHERMAN, TEX.	SWI	AIRX	TW 2-6943					
		CN	TW 2-4328	200	3	No Service		Rc Tc DAL

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum	Surface and Customs Facilities
SHREVEPORT, LA.	SHV	AIRX	3-4371					
		BN	ME 1-7451	200	9,5	.65	1.35	Rc T DAL
		DL	6-1831	3000	9,8,19	"	"	" " "
		TT	6-4571	150	3	"	"	" " "
SIDNEY, MONT.	SDY	AIRX	59					
		FL	838	200	3	No Service		Rc T GTF
SIDNEY, NEB.	SNY	AIRX	3025					
		FL	3542	200	3	No Service		DEM
SIERRA ORDANCE DEPOT, CALIF.		.....	See Reno, Nev.					
SILVER CITY, N. M.	SVC	AIRX	538-9481					
		FL	538-3021	200	3	No Service		Rc T DUG
SILVER SPRING, MD. NAVAL ORDANCE LAB.			See Washington, D. C.					
SIOUX ORDANCE DEPOT, NEB.		.....	See Sidney, Neb.					
SIOUX CITY, IA.	SUX	AIRX	5-7651					
		BN	8-5553	200	9	.45	.95	R Tc OMA
		NO	8-0591	200	3	"	"	" " "
		OZ	5-6308	200	3,54	"	"	" " "
SIOUX FALLS, S.D.	FSD	AIRX	4-4067					
		BN	4-6051	200	9	.55	1.10	Rc Tc G MSP
		NO	ED 4-9943	200	3	"	"	" " " "
		WA	ED 4-4994	200	6	"	"	" " " "
SMITHERS, B.C.	YYD	CP	.....	200	1,3,6,9	...	....	.....
SOUTH BEND, IND.	SBN	AIRX	AT 9-2441					
		FL	AT 8-4441	Served through Chicago, Ill.				
		LC	CE 3-5181	150	3	.55	1.30	R T CHI
		NO	CE 2-2067	200	3,9	"	"	" " "
		TW	CE 2-1414	250	8	"	"	" " "
		UA	CE 2-4811	200	6,5	"	"	" " "
SOUTH WEYMOUTH N.A.S., MASS.		.....	See Boston, Mass.					
SOUTHERN PINES, N.C.	SOP	AIRX	OX 5-3001					
		PI	OX 2-8941	100	3	1.00	1.00	Rc Tc RDU
SPARTANBURG, S.C.	SPA	AIRX	7591					
		DL	7131	200	9	.45	1.10	R T ATL
		EA	3-6326	200	19,9	"	"	" " "
		SO	585-5532	100	3	"	"	" " "
SPOKANE, WASH.	GEG	AIRX	ME 4-1261					
		NW	MA 4-3213	200	6,10,52	.60	1.75	R T G C
		UA	TE 8-8222	300	9,10	"	"	" " " "
		WC	RI 7-2255	150	3	"	"	" " " "
SPRINGFIELD, ILL.	SPI	AIRX	SP 4-4821					
		AA	8-3464	250	9	.40	1.10	Rc T G C
		OZ	8-9677	200	3,54	"	"	" " " "
SPRINGFIELD, MASS.	HDL	AIRX	RE 6-0331			.65	1.40	
(Bradley Field)		AL	ST 8-0959	Served through Hartford, Conn.				
		AA	RE 7-3774	Served through Hartford, Conn.				
		EA	RE 2-6275	Served through Hartford, Conn.				
		FT	RE 4-5675	Served through Hartford, Conn.				
		NE	NA 3-4418	Served through Hartford, Conn.				
		TW	RE 7-4384	Served through Hartford, Conn.				
(Barnes Field)		UA	RE 9-3851	4000	5,9,10,15	.65	1.25	R Tc
		MO	RE 7-0107	200	3	"	"	" " C
SPRINGFIELD, MO.	SGF	AIRX	UN 2-5522					
		AA	4-1871	250	9	.60	1.45	R Tc G MKC
		DL	4-7353	200	9	"	"	" " " "
		OZ	4-6861	200	3,54	"	"	" " " "
SPRINGFIELD, OHIO	SGH	AIRX	FA 3-3791					
		LC	EM 5-6408	See Dayton, Ohio				
STAMFORD, CONN.	SCC	AIRX	DA 3-1138					
		NY	DA 3-8785	200	20	No Service		LGA
STATE COLLEGE, PA.	PSB	AIRX	EL 5-2030					
		AL	DI 2-1670	See Philipsburg, Pa.				
STAUNTON, VA.	SHD	AIRX	TU 6-7064					
		PI	EM 276	100	3	.75	1.50	Rc Tc DCA
STEPHENVILLE, N'FLD.	YJT	TC	5132	1000	22	.35	.75	Rc Tc AC
		MAR	3-2144	500	3,1,4	...	....	R T A
STERLING, COLO.	STK	AIRX	LA 2-0324					
		FL	LA 2-5445	200	3	...	....	.....
STEVENS POINT, WISC.	STE	AIRX	DI 4-5410					
		NO	DI 4-2233	200	3	No Service		Rc Tc
STILLWATER, OKLA.	SWO	AIRX	FR 2-8668					
		CN	FR 2-2647	200	3	No Service		Rc Tc DAL
STOCKTON, CALIF.	SCK	AIRX	HO 6-8995					
		PC	HO 6-2361	200	3	.80	1.85	Rc Tc G SFO
		UA	HO 6-9755	300	9	"	"	" " " "
STUART, FLA.	SUA	AIRX	.....					
		RD	933	6000	Demand Service			
STUTTGART, ARK.	SGT	AIRX	WA 3-5231					
		TT	WA 2-6200	150	3	No Service		Rc Tc MEM
SUDBURG, ONT.	YSB	TC	OS 4-4248	400	22	.50	1.00	Rc Tc C
SUNFLOWER ORDANCE WORKS, KA.		.....	See Kansas City, Mo.					
SUN VALLEY, IDA.	SUN	AIRX	3932					
		WC	340	150	See Hailey, Ida.			
SUPERIOR, WISC.	DLH	AIRX	EX 4-4743					
		NO	EX 2-4755	See Duluth, Minn.				
SWIFT CURRENT, SASK.	YIN	TC	2945	200	3	.70	.75	Rc Tc C
SYDNEY, N.C.	YQY	TC	4546	1000	13,22	.50	1.00	Rc Tc C
SYRACUSE, N.Y.	SYR	AIRX	GL 4-0311					
		AA	GL 4-2423	500	9,5,10,32	.50	1.35	Rc Tc G C
		EA	GR 1-2141	200	7,19,10	"	"	" " " "
		MO	HA 2-1121	200	9,3	"	"	" " " "

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum	Surface and Customs Facilities
TACOMA, WASH.	SEA	AIRX	MA 7-3191					
		WA	BR 2-5188	200	50c,52	.65	1.75	Rc Tc AC
		NW	FU 3-4316	See Seattle, Wash.				
TALLAHASSEE, FLA.	TLH	AIRX	2-8289					
		EA	3-3802	200	19,9	.50	1.50	R T G PFN
		NA	2-4410	200	9	"	"	" " " "
TAMPA, FLA.	TPA	AIRX	2-8355					
		ASA	HE 5-2151	...	1	...	....	R T G AC
		EA	HE 6-2461	200	7,19,9,52,10,53b	.75	1.50	" " " "
		DL	HE 7-5154	350	10,53a	"	"	" " " "
		NA	HE 6-9833	400	9,5,52,6,10,53	"	"	" " " "
		NE	HE 6-2987	200	6,55	"	"	" " " "
		NW	HE 6-5151	200	52	"	"	" " " "
		RD	HE 6-1351	6000	1	"	"	" " " "
		TC	EN 5-7611	350	13,22	"	"	" " " "
		TW	HE 6-4108	250	7	"	"	" " " "
		UA	HE 6-5109	...	5,6	"	"	" " " "
TEMPLE, TEX.	TPL	AIRX	PR 3-2016					
		CO	PR 3-5222	200	3	.55	1.35	Rc Tc G SAT
TERRACE, B.C.	YXT	CP	152	200	3	.25	.60	Rc
TERRE HAUTE, IND.	HUF	AIRX	C-2396					
		LC	L-6159	150	3	.65	1.35	R Tc EVV
		TW	LI 1234	150	8	"	"	" " "
TETERBORO, N.J.	TEB	AIRX	PR 7-2016					
		NY	.....	200	19	No Service		LGA
TEXARKANA, ARK.	TXK	AIRX	2-6012					
		TT	2-4517	150	3	.55	1.25	Rc Tc DAL
		EN	2-6562	200	9	"	"	" " "
THIEF RIVER FALLS, MINN.		AIRX	MU 1-3428					
	TVF	NO	MU 1-1223	200	3	No Service		Rc T
TIMMINS, ONT.	TIS	TC	1440	200	22	.50	1.00	Rc Tc C
TINKER A.F.B., OKLA.		.....	See Oklahoma City, Okla.					
TOLEDO, OHIO	TOL	AIRX	CH 1-3231			.50	1.60	Rc T G C
		DL	HO 7-2369	300	9	"	"	" " " "
		EA	HO 7-2311	200	7,10,19	"	"	" " " "
		FT	CH 4-4276	...	.....	"	"	" " " "
		LC	UN 5-2358	150	3,9	"	"	" " " "
		TW	.....	...	.....	"	"	" " " "
		UA	UN 5-9261	400	22,6,10,5	"	"	" " " "
TOBYHANNA SIGNAL DEPOT,	PA.	.....	See Scranton, Pa.					
TOPEKA, KAN.	TOP	AIRX	FL 7-4451					
		CN	CE 3-9671	200	3	.55	1.25	R T G MKC
TORONTO, ONT.	YYZ	AA	EM 8-4365	600	9,5,52,50c	.55	1.70	R T AC
		CP	HU 6-3601	500	14a	.45	1.10	R Tc AC
		TC	EM 6-9471	500	13,7,22,53c	.55	1.70	R T A
TRAIN, B.C.	YCG	CP	1388	200	.....	1.00	1.35	.....
TRAVERSE CITY, MICH.		AIRX	WI 6-6825					
	TVC	NO	WI 7-5955	200	3,9	No Service		R T MKG
TRAVIS A.F.B., CALIF.		.....	See San Francisco, Calif.					
TRENTON, N.J.	TTN	AIRX	OW 5-6201					
		AL	TU 2-4100	200	3	1.00	2.00	Rc T PHL
TUCSON, ARIZ.	TUS	AIRX	MA 3-3677					
		AA	MA 3-4911	250	5,10,50c	.80	1.50	R T DUG
		CO	.....	...	.....	"	"	" " "
		FL	AX 4-2677	200	3,9	"	"	" " "
		TW	MA 3-5438	250	8	"	"	" " "
TULLAHOMA, TENN.	THA	AIRX	GL 5-3970					
		SO	GL 5-5945	100	3	No Service		.....
TULSA, OKLA.	TUL	AIRX	LU 5-8201					
		AA	TE 8-3361	600	9,5,10,52,50c	.50	1.25	R T G MKC
		BN	TE 5-1561	500	9,5	"	"	" " " "
		CO	TE 5-7677	200	3,5,22	"	"	" " " "
		CN	TE 5-9521	200	3	"	"	" " " "
		TW	TE 5-8431	250	8	"	"	" " " "
TUPELO, MISS.	TUP	AIRX	VI 2-2371					
		SO	VI 2-8700	100	3	.65	1.30	Rc
TUSCALOOSA, ALA.	TCL	AIRX	FL 8-3693					
		SO	FL 2-3541	100	3	.70	1.35	T
TUSCUMBIA, ALA.	MSL	AIRX	EV 3-6414	See Sheffield, Ala.				
TWIN CITIES ARSENAL, MINN.		.....	See Minneapolis, Minn.					
TWIN FALLS, IDA.	TWF	AIRX	RE 3-3513					
		WC	RE 3-6721	150	3	.50	1.00	Rc Tc GEG
TYLER, TEX.	TYR	AIRX	LY 2-4511					
		TT	4-9379	150	3	.60	1.35	Rc T G DAL
UKIAH, CALIF.	UKI	AIRX	HO 2-4468					
		PC	HO 2-3742	200	3	No Service		Tc
UNALAKEET, ALAS.	UNK	AS	.....	...	.....	No Service		.....
		NC	.....	...	.....	"	"	.....
		WIEN	.....	...	.....	"	"	.....
UNION CITY, TENN.	UCY	AIRX	.....					
		SO	TU 5-9121	100	3	No Service		MEN
UNIVERSITY, MISS.	UOX	AIRX	.....					
		SO	2498	100	3	No Service		.....
URBANA, ILL.	CMI	AIRX	FL 6-0542					
		OZ	FL 6-7271	See Champaign, Ill.				
UTICA, N.Y.	UCA	AIRX	4-3141					
		MO	6-9374	200	9,3	.80	1.20	Rc Tc G C
VAL'D OR. QUE.	YVO	TC	VA 4-6446	350	22	.50	1.00	Rc Tc C
VALDOSTA, GA.	VLD	AIRX	CH 2-5558					
		SO	CH 2-8945	100	3	.60	1.35	Rc Tc JAX

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
VANCOUVER, B.C.	YVR	AIRX	TA 2241					
		TC	TA 6301	500	13,3,7 22,50c	.50	1.25	Rc Tc C
		UA	CR 8-2177	400	6,9,10 50c	.35	1.00	" " "
		CP	MU 3-9211	500	3,6,9,14a	.70	1.90	" " "
VENTURA, CALIF.	OXR	AIRX	MI 3-3172	See Oxnard, Calif.				
VERNAL, UTAH	VEL	AIRX	.....					
		FL	973	200	3	No Service		Rc T DEN
VERO BEACH, FLA.	VRB	AIRX	2324					
		EA	JO 7-3456	200	19	.35	.75	R T PBI
VICKSBURG, MISS.	VES	AIRX	170					
		SO	636-1047	100	3	.80	1.60	Rc
VICTORIA, B.C.	YYJ	TC	2-5147	300	3	.35	.75	Rc Tc C
VICTORIA, TEX.	ACE	AIRX	HI 3-2361					
		TT	HI 5-2341	150	3	.55	1.10	Rc SAT
VIRGINIA BEACH, VA.	ORF	.....	See Norfolk, Va.					
VISALIA, CALIF.	VIS	AIRX	RE 4-6837					
		UA	RE 4-9293	200	9	.50	1.00	Rc Tc LAX
WACO, TEX.	ACT	AIRX	PL 4-0162					
		BN	PL 4-3561	200	9	.55	1.40	Rc T G DAL
		CO	PL 4-4618	200	3	" "	" " " "	
WALKER A.F.B., N.M.		.....	See Roswell, N. M.					
WALLA WALLA, WASH.	ALW	AIRX	JA 5-7602					
		WC	JA 9-1260	150	3	.75	1.35	R T GRG
WARREN, OHIO	YNG	AIRX	EX 9-3676					
		LC	EX 5-6801	See Youngstown, Ohio				
WASHINGTON, D. C.	DCA	AIRX	NA 8-1200					
		AA	EX 3-6460	6000	9,5,15,10, 52,50	.65	1.50	R T G AC
		AL	DI 7-2125	200	3,19,9	"	"	" " " "
		BN	ST 3-6280	500	10	"	"	" " " "
		DL	DI 7-9640	300	9,10,8	"	"	" " " "
		EA	RE 7-6880	200	10,7,19, 52	"	"	" " " "
		LC	ST 3-7521	150	3,9	"	"	" " " "
		NA	DI 7-8905	400	9,5,6,10, 52	"	"	" " " "
		NE	ST 3-3931	200	6,22	"	"	" " " "
		NW	ST 3-9014	200	6,52	"	"	" " " "
		PAA	RE 7-5700	1100	50,53	"	"	" " " "
		PI	DI 7-1800	100	3	"	"	" " " "
		RD	.....	6000	Demand Service			
		TW	ST 3-4221	250	8,7	.65	1.50	" " " "
		UA	ST 3-0895	200	3,6,10,4, 8,22	"	"	" " " "
WATERLOO, IA.	ALO	AIRX	AD 3-5279					
		BN	AD 4-5835	500	9	.55	1.35	Rc Tc PIA
		CE	AD 2-0042	200	3,54	"	"	" " "
WATERTOWN, N.Y.	ART	AIRX	1598					
		EA	TE 6-3311	200	19	.45	.85	Rc Tc G A
		MD	TE 6-2020	200	9,3	"	"	" " " "
WATERTOWN ARSENAL, MASS.		.....	See Boston, Mass.					
WATERTOWN, S.D.	ATY	AIRX	TU 6-4321					
		NO	TU 6-5729	200	3	No Service		R Tc MSP
WATERVILLE, ME.	WVL	AIRX	TR 2-7722					
		NE	TR 2-2133	200	3	.35	.75	Rc Tc BGR
WATERVLIET ARSENAL, N.Y.		.....	See Albany, N. Y.					
WATSON LAKE, Y.T.	YQH	CP	.....	200	1,3,6,9	No Service		.....
WAUSAU, WISC.	AUW	AIRX	4878					
		NO	VI 5-1195	200	3,9	.70	1.35	Rc Tc
WAYCROSS, GA.	AYS	AIRX	AT 3-1900					
		EA	3400	200	19,9	.75	1.50	Rc T JAX
WAYNESBORO, VA.	SHD	AIRX	WH 3-6501					
		PI	EN 276	See Staunton, Va.				
WENATCHEE, WASH.	EAT	AIRX	NO 2-2903					
		WC	TU 4-5053	150	3	No Service		Rc T SEA
WEST HELENA, ARK.		AIRX	.....					
		TT	.....	...	.....	No Service		.....
WEST PALM BEACH, FLA.		AIRX	TE 2-3717					
	PBI	DL	JU 5-0621	200	10	.40	1.35	R T G AC
		EA	OV 3-0036	200	7,9,52, 10,19	"	"	" " " "
		NA	OV 3-1255	200	9,52	"	"	" " " "
		RD	OV 3-4771	6000	1,15,2	"	"	" " " "
		UA		200	5,6	"	"	" " " "
WESTFIELD, MASS.	BAF	AIRX	RE 6-0331	See Springfield, Mass.				
WESTOVER A.F.B., MASS.		.....	See Springfield, Mass.					
WHEELING, W. VA.	HLG	AIRX	CE 2-4512					
		AL	CR 7-3160	200	3,19	.50	1.10	Rc Tc G PIT
		LC	CR 7-1717	150	3,9	"	"	" " " "
WHITEHORSE, Y.T.	YXY	PAA	2191	550	6	No Service		T C
		CP	2211	500	3,6,9	...	....	Rc Tc C
WHITE PLAINS, N.Y.	HPN	AIRX	9-4024					
		MO	8-555	200	3	.60	1.20	Rc LGA
		NY	.....	200	20	"	"	" "
WHITE RIVER JCT. VT.	LEB	AIRX	WRJ 5					
		NE	LEB 1040	200	3,6	No Service		Rc Tc BTV
WHITE SANDS MISSILE RANGE, N.M.		.....	See El Paso, Tex.					
WICHITA, KAN.	ICT	AIRX	AM 7-4331					
		BN	WH 3-3284	2000	9,1,5,52	.60	1.20	R T MKC
		CO	WH 3-4241	200	22,5	"	"	" " "
		CN	WH 3-3275	200	3	"	"	" " "
		TW	AM 5-9613	250	8,7	"	"	" " "
WICHITA FALLS, TEX.	SPS	AIRX	3-5152					
		BN	322-4520	200	9	.75	1.50	R T DAL
		CO	322-3161	200	3	"	"	" " "
WILKES-BARRE, PA.	AVP	AIRX	VA 3-4161					
		AA	GL 4-6708	250	9	.80	1.75	Rc Tc PHL
		AL	GL 7-9160	200	3,19	"	"	" " "
		EA	GL 4-4649	200	19	"	"	" " "
		TW	GL 5-1171	250	8	"	"	" " "
WILKINS A.F.B., OHIO		.....	See Mansfield, Ohio					
WILLIAMS LAKE, B.C.	YWL	CP	.....	200	1,3,6,9	...	....	.....
WILLIAMS A.F.B., ARIZ.		.....	See Phoenix, Ariz.					
WILLIAMSPORT, PA.	IPT	AIRX	9104					
		AL	WI 8-2416	150	3,19	.60	1.30	R Tc PIT
		TW	8-8683	250	8	"	"	" " "
		UA	368-8635	150	3	"	"	" " "
WILLSTON, N.D.	ISN	AIRX	GR 3-3212					
		FL	GR 3-6019	200	3	No Service		R T GTF
WILLOW GROVE N.A.S., PA.		.....	See Philadelphia, Pa.					
WILMINGTON, CALIF. (S)		LX	.....	200	200	...	....	LAX
WILMINGTON, DEL.	ILG	AIRX	GL 6-8577					
		AL	EA 8-3190	200	3	.65	1.55	R T C
		EA	EA 8-5671	200	19	"	"	" " "
WILMINGTON, N.C.	INN	AIRX	NA 2-1831					
		NA	RO 3-6262	200	9	.55	1.50	R Tc G C
		PI	RO 3-1606	100	3	"	"	" " " "
WINDSOR, ONT.	YQG	AIRX	.....					
		AA	WO 5-1000	Served through Detroit, Mich.				
		TC	CL 4-111	300	22	.50	1.00	Rc Tc C
WINNIPEG, MAN.	YWG	AIRX	WH 2-6437					
		CP	WH 3-8421	500	14a	.35	1.00	Rc Tc C
		TC	93-9361	1000	12,13,3, 22,53c	"	"	" " "
		NW	SP 4-4438	200	6,10	"	"	" " "
WINONA, MINN.	ONA	AIRX	3942					
		NO	8-2144	200	3	No Service		Rc Tc
WINSLOW, ARIZ.	INW	AIRX	501					
		FL	289-2811	200	3	No Service		Rc Tc DUG
WINSTON-SALEM, N.C.	INT	AIRX	PA 4-3691					
		EA	PA 6071	200	19,7,9	.55	1.10	R T G C
		PI	PA 5-0511	100	3	"	"	" " " "
		UA	PA 4-9382	150	3,22	"	"	" " " "
WISCONSIN RAPIDS, WIS.		AIRX	HA 3-0360					
		STE	NO	DI 4-2233	See Stevens Point, Wisc.			
WOLF POINT, MONT.	OLF	AIRX	33					
		FL	666	200	3	No Service		Rc T GTF
WORCESTER, MASS.	ORH	AIRX	PL 5-6161					
		MO	PL 7-6367	200	9,3	.45	1.45	R Tc G C
		NE	SW 9-4431	200	3,6	"	"	" " " "
WORLAND, WYO.	WRL	AIRX	FI 7-2392					
		FL	FI 7-2142	200	3	No Service		Rc Tc GTF
WORTHINGTON, MINN.	OTG	AIRX	376-3160					
		NO	376-6222	200	3	No Service		Rc Tc
WRIGHT PATTERSON A.F.B., OHIO		.....	See Dayton, Ohio					
YAKIMA, WASH.	YKM	AIRX	GL 7-5157					
		NW	GL 3-9934	200	6,52	.65	1.30	R T G SEA
		WC	CH 8-3104	150	3	"	"	" " " "
YAKUTAT, ALAS.	YAK	PN	4	200	16	.60	1.00	.....
YANKTON, S.D.	YKN	AIRX	NO 5-2673					
		NO	NO 5-7109	200	3	No Service		Rc Tc
YARMOUTH, N.S.	YQI	TC	1287	300	22	.35	.75	Rc Tc C
YORK NAVAL ORDANCE PLANT, PA.		.....	See Harrisburg, Pa.					
YORKTON, SASK.	YQV	TC	34-611	200	3	.35	.75	Rc Tc C
YORKTOWN NAVAL WEAPONS STATIONS, VA.			See Newport News, Va.					
YOUNGSTOWN, OHIO	YNG	AIRX	RI 3-5121					
		LC	LI 5-2511	150	3	.50	1.60	R Tc G CAK
		UA	LI 5-9744	400	6,5,22,4	"	"	" " " "
YUBA CITY, CALIF.	MYV	AIRX	SH 3-6390					
		PC	.....	See Marysville, Calif.				
YUMA, ARIZ.	YUM	AIRX	SU 3-3831					
		EL	SU 2-1871	200	54	.55	1.10	R Tc SAN
ZANESVILLE, OHIO	ZZV	AIRX	GL 2-5459					
		LC	GL 2-7561	150	3	.80	1.60	Rc

EMBARGOES

COMMODITY	POINTS	CARRIER(S)	REMARKS
LIVE ANIMALS	Through Chicago	OZARK	
LIVE ANIMALS	Between Eureka/Arcata and points south	PACIFIC	Not accepted on Martin or F-27 equipment
LIVE ANIMALS	All points	TRANS-TEXAS	All equipment; 6/1/61 - 10/1/61, applies to Excess Baggage and Air Express
MEAT, MEAT PRODUCTS	Off-line points within Mexico	AMERICAN	

CARRIER SERVICES

Blank spaces indicate no participation in services listed.

Carriers	Air Freight Services: Pick-Up and Delivery	Advance Charges	Deferred Air Freight	Air/Bus	Air/Truck: Joint Tariffs	Air/Truck: Separate Tariffs	Note 3: CAF/BAF/RAF/RC/PAF	Equipment: Combination Aircraft	All Cargo Aircraft	Speedpak	Protective Services: Attendants Note 1: Armed Guards	Human Remains	Live Animals	Any Shipment	Signature Service	Special Services: "PRI" or "HOLD" Baggage	Note 2: Household Goods	Assembly or Distribution	Household Pets	Stopping-in-Transit	Storage	Horse Stalls
ALASKA AIRLINES, INC.	X	X	X	X		X		X				X	X		X	X	X	X	X		X	
ALLEGHENY AIRLINES, INC.	X	X		X		X		X							X	X	X	X			X	
AMERICAN AIRLINES, INC.	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	
BONANZA AIR LINES, INC.	X	X		X		X		X								X	X	X			X	
BRANIFF AIRWAYS, INC.	X	X	X			X	X	X	X		X	X	X	X	X	X	X	X			X	
CANADIAN PACIFIC AIRLINES, INC.	X	X				X		X	X							X	X	X	X		X	
CENTRAL AIRLINES, INC.	X	X				X		X							X	X	X	X			X	
CONTINENTAL AIR LINES, INC.	X	X	X	X	X	X	X	X							X	X	X	X	X		X	
DELTA AIR LINES, INC.	X	X				X		X	X		X	X	X	X	X	X	X	X	X	X	X	
EASTERN AIR LINES, INC.	X	X		X		X	X	X	X		X	X	X	Y	X	X	X	X	X		X	
ELLIS AIR LINES								X														
THE FLYING TIGER LINE INC.	X	X	X	X	X	X	X		X		X	X	X		X	X	X	X	X	X	X	X
FRONTIER AIRLINES, INC.	X	X				X		X								X	X	X	X		X	
HAWAIIAN AIRLINES, LTD.	X			X		X	X	X	X		X	X	X	X		X	X	X	X		X	
LAKE CENTRAL AIRLINES	W	X						X											X		X	
MOHAWK AIRLINES, INC.	X	X		X		X		X							X	X	X	X			X	
NATIONAL AIRLINES, INC.	X	X		X		X	X	X	X		X	X	X		X	X	X	X	X		X	
NEW YORK AIRWAYS, INC.	X	X				X		X	X			X	X			X	X	X	X		X	
NORTH CENTRAL AIRLINES, INC.	X	X				X		X								X	X	X			X	
NORTHEAST AIRLINES, INC.	X	X				X		X							X	X	X	X	X		X	
NORTHERN CONSOLIDATED AIRLINES	X	X						X									X		X			
NORTHWEST AIRLINES, INC.	X	X		X	X	X		X	X						X	X	X	X	X		X	
OZARK AIR LINES, INC.	X	X				X		X							X	X	X	X			X	
PACIFIC AIRLINES, INC.	X	X				X		X								X	X	X	X		X	
PACIFIC NORTHERN AIRLINES, INC.	X							X		X												
PAN AMERICAN-GRACE AIRWAYS, INC.	X	X				X	X	X	X		X	X	X	X	X	X	X		X			
PAN AMERICAN WORLD AIRWAYS SYSTEM	X	X				X	X	X	X				X	X	X	X	X	X	X			X
PIEDMONT AVIATION, INC.	X	X		X				X								X	X	X			X	
RIDDLE AIRLINES, INC.	X	X	X	X	X	X	X		X		X	X	X		X	X	X	X	X	X	X	X
SEABOARD & WESTERN AIRLINES, INC.	X	X						X	X				X			X	X	X	X			
SOUTHERN AIRWAYS, INC.	X	X				X		X							X	X	X	X			X	
TRANS-CANADA AIR LINES	X	X				X		X	X							X	X	X	X		X	
TRANS CARIBBEAN AIRWAYS								X	X													
TRANS-TEXAS AIRWAYS	X	X		X		X		X							X	X	X	X			X	
TRANS WORLD AIRLINES, INC.	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	
UNITED AIR LINES, INC.	X	X		X		X	X	X	X		X	X	X		X	X	X	X	X		X	
WEST COAST AIRLINES, INC.	X	X				X		X								X	X	X			X	
WESTERN AIR LINES, INC.	X	X		X		X		X							X		X	X	X		X	
WIEN ALASKA AIRLINES, INC.	X	X				X		X	X		X	X	X	X	X	X	X	X	X	X	X	

Note 1 - Attendants carried on all cargo aircraft only.
Note 2 - Applicable to CPA and TCA in Canada only.
Note 3 - Services offered: AA - Committed Air Freight; PAA/PANAGRA - Reserved Cargo; TW - Booked Air Freight; BN, UA - Reserved Air Freight; FT - Protected Air Freight.

AIR — BUS — AIR

An agreement is in effect between most U.S. domestic air carriers and eleven Greyhound operating companies which permits transfer of shipments from Air to Bus or Bus to Air or any combination of these services thereby providing through service from off-line airline points to on-line or off-line destinations. The agreement covers some 200 points in 45 States which were established upon the basis of availability of proper Greyhound terminal facilities and airline pick-up and delivery service. All interchange of shipments will be made at Greyhound (in-town) terminals. All points of interchange are indicated by "G" in the U. S. A. and Canadian City Directory.

In general shipments accepted for this service should not exceed 100 pounds in weight per piece nor the dimensions 24" x 24" x 45" per piece.

Transportation charges consist of the total of:

the Greyhound carrier's inter-city rate;
the airline's inter-city rate;
the airline's pick-up and delivery charge for transfer between the Greyhound terminal and the airport.

The terms, conditions, rates and charges of Greyhound's services are set forth in the NBTA "Air Proportional Express Tariff No. B-660," ME-I.C.C. No. 80.

Aircraft	Chart No.	Page No.
Curtiss C-46 (All Cargo)	1	G-17
Curtiss C-46 (Super D-46)	1a	G-17
Douglas C-54	2	G-18
Douglas DC-3	3	G-19
Douglas DC-4	4	G-20
Douglas DC-6	5	G-20
Douglas DC-6B	6	G-21
Lockheed Super Constellation (Comb.)	7	G-21
Lockheed Constellation 749H (All Cargo)	7a	G-19
Lockheed Constellation	8	G-21
Consolidated Convair	9	G-22
Douglas DC-7, 7-B, 7-C	10	G-21
Boeing Stratocruiser	11	G-22
Douglas C-47 (All Cargo)	14	G-25
Bristol Britannia	14a	G-17
Douglas DC-6A, DC-7F	15	G-23
Douglas DC-6A (Comb.)	15a	G-19
Lockheed Constellation Speedpak	16	G-24
Smith Curtiss Commuter	18	G-24
Martin	19	G-24
Sikorsky S-55	20	G-24
Vertol 44	21	G-24
Viscount	22	G-24
Lockheed Super Constellation (All Cargo)	23	G-24
Fairchild C-82	24	G-24
Boeing 707	50	G-25
Boeing 720	50c	G-24
DeHaviland Comet IV	51	G-25
Lockheed Electra	52	G-25
Douglas DC-8	53	G-23
Douglas DC-8	53a, 53b	G-25
Douglas DC-8	53c	G-17
Fairchild F-27 (See DC-3)	54	G-25
Convair 880	55	G-19
Caravelle	56	G-22

14-A BRISTOL BRITANNIA

HEIGHT IN INCHES

	11	17	20	23	25	27	30
5	161	161	161	161	151	138	129
7	155	155	154	153	144	133	125
9	150	150	148	145	137	128	121
11	145	145	142	139	132	124	117
13	140	140	136	133	126	120	114
15	135	135	132	128	121	116	110
17	132	132	128	123	117	112	106
19	128	128	123	118	114	108	102
21	124	124	119	115	109	104	98
22	120	120	115	111	106	100	95
24	116	116	112	107	101	97	91
26	113	113	107	103	97	93	87
28	108	108	103	99	94	89	82
30	104	104	99	96	90	85	78
32	100	100	96	91	86	81	75
34	96	96	92	88	82	78	71
36	93	93	88	84	78	74	68
38	89	89	84	79	75	70	64
40	85	85	80	76	71	66	61
41	81	80	76	72	67	62	58
43	77	76	72	68	63	58	56
45	75	72	68	64	59	56	54

Find length at intersection of height and width.

1 CURTISS C-46 (ALL CARGO)

FIRST DIMENSION (IN INCHES)
Not Applicable to DL (See Chart 1-A)

SECOND DIMENSION (IN INCHES)	12	24	36	48	60	72
3	456	456	456	444	336	264
6	456	456	456	444	306	234
9	456	456	456	444	278	206
12	456	456	456	444	258	184
15	456	456	456	396	240	167
18	390	390	390	354	224	152
21	354	354	354	324	210	138
24	324	324	324	300	198	126
27	295	295	295	276	186	114
30	270	270	270	258	175	103
33	252	252	252	240	165	92
36	240	240	240	224	157	84
39	224	224	224	210	149	77
42	210	210	210	198	140	70
45	198	198	198	186	134	63
48	186	186	186	176	127	58
51	176	176	176	166	120	
54	166	166	166	158	114	
57	158	158	158	150	108	
60	150	150	150	142	102	
63	144	144	144	134	96	
66	136	136	136	128	90	
69	128	128	128	122	85	
72	122	122	122	115	79	
78	110	110	110	102	68	
84	102	102	102	94	61	
90	90	90	90	84	54	
96	86	86	86	79		

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

1-A CURTISS C-46R (All Cargo)

APPLICABLE TO DL ONLY

WIDTH (INCHES) \ HEIGHT (INCHES)	8	12	16	20	24	28	32	36	40	44	48	54	56	60	63	66	69	72
14	389	389	389	389	389	389	389	389	389	389	389	337	221	221	184	122	94	74
18	342	342	342	342	342	342	342	342	342	342	342	294	198	198	168	114	84	63
22	309	309	309	309	309	309	309	309	309	309	309	259	259	182	151	103	73	54
26	278	278	278	278	278	278	278	278	278	278	278	236	170	170	139	96	66	49
30	247	247	247	247	247	247	247	247	247	247	247	212	156	156	123	87	59	43
34	223	223	223	223	223	223	223	223	223	223	223	193	144	144	109	78	49	*
38	206	206	206	206	206	206	206	206	206	206	206	177	134	134	99	70	44	*
42	192	192	192	192	192	192	192	192	192	192	192	162	122	122	87	63	*	*
46	176	176	176	176	176	176	176	176	176	176	176	151	112	112	75	56	*	*
50	165	165	165	165	165	165	165	165	165	165	165	141	104	104	61	51	*	*
54	151	151	151	151	151	151	151	151	151	151	151	132	96	96	49	45	*	*
58	139	139	139	139	139	139	139	139	139	139	139	123	55	55	49	*	*	*
62	130	130	130	130	130	130	130	130	130	130	130	109	55	55	48	*	*	*
66	120	120	120	120	120	120	120	120	120	120	120	84	55	55	47	*	*	*
70	111	111	111	111	111	111	111	111	111	111	111	66	55	55	45	*	*	*
74	99	99	99	99	99	99	99	99	99	99	99	66	55	55	45	*	*	*
78	75	75	75	75	75	75	75	75	75	75	75	66	54	54	45	*	*	*
82	75	75	75	75	75	75	75	75	75	75	75	66	54	54	*	*	*	*
86	75	75	75	75	75	75	75	75	75	75	75	65	54	54	*	*	*	*
90	75	75	75	75	75	75	75	75	75	75	75	65	54	54	*	*	*	*
94	75	75	75	75	75	75	75	75	75	75	75	64	*	*	*	*	*	*
98	74	74	74	74	74	74	74	74	74	74	74	63	*	*	*	*	*	*
102	73	73	73	73	73	73	73	73	73	73	73	63	*	*	*	*	*	*
108	72	72	72	72	72	72	72	72	72	72	72	62	*	*	*	*	*	*

53C DOUGLAS DC-8

	6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	30
3 A	296	295	294	294	294	294	293	293	293	293	292	292	292	292	292	292	291
B	296	295	294	294	294	294	293	293	293	293	292	292	292	292	292	292	291
C	296	295	294	294	294	294	293	293	293	293	292	292	292	292	292	292	291
6 A	296	295	294	293	292	291	291	291	291	291	290	290	290	289	289	289	287
B	296	295	294	293	292	291	291	291	291	291	290	290	290	289	289	289	287
C	296	295	294	293	292	292	291	291	291	291	290	290	290	289	289	289	287
9 A	294	270	258	246	243	240	237	236	232	229	226	224	222	220	217	215	209
B	294	270	254	244	242	240	237	236	232	229	225	224	222	220	217	215	209
C	294	270	254	244	242	240	237	236	232	229	225	224	222	220	217	215	209
12 A	294	258	240	220	214	208	202	198	192	188	186	183	181	179	177	175	170
B	294	254	224	205	199	194	189	185	181	178	174	171	168	165	163	160	154
C	294	254	224	205	199	194	189	185	181	178	174	171	168	165	163	160	154
15 A	293	258	203	175	171	167	163	161	158	156	154	152	150	149	148	147	145
B	293	247	203	170	161	153	146	140	130	131	127	124	121	119	117	115	110
C	293	247	203	170	161	153	146	140	135	132	131	131	130	130	130	130	128
18 A	286	240	194	168	164	161	157	154	151	149	146	144	142	140	138	136	132
B	286	236	194	160	148	140	134	128	124	121	118	116	113	111	110	109	106
C	286	236	194	160	148	140	134	129	128	127	127	126	126	125	123	122	120
21 A	275	232	184	159	154	150	146	142	139	136	133	130	128	126	124	122	116
B	275	224	184	146	134	126	121	118	114	112	110	108	106	105	104	103	102
C	275	224	184	146	134	130	128	126	124	123	122	121	120	118	117	116	109
24 A	271	220	178	154	148	144	140	136	132	128	124	121	118	115	112	108	101
B	271	216	176	126	118	114	110	108	108	104	102	101	100	99	98	98	98
C	271	216	176	132	128	126	123	121	120	118	117	116	114	112	110	106	101
27 A	254	214	164	140	131	126	122	117	113	108	104	101	98	96	94	92	90
B	254	200	144	112	108	104	101	99	97	95	94	93	92	91	90	90	90
C	254	200	144	122	118	117	114	109	104	100	100	100	100	98	97	96	94
30 A	234	183	128	128	120	107	94	89	87	87	87	87	87	86	84	83	82	79
B	234	180	123	102	97	93	91	89	87	87	87	87	86	84	83	82	79
C	234	180	123	106	103	100	98	97	96	95	94	93	92	91	88	86	81
33 A	218	164	128	102	87	83	81	80	79	78	78	77	76	76	75	74	70
B	218	140	108	91	87	83	81	80	79	78	78	77	76	76	75	74	70
C	218	140	108	92	88	86	84	83	83	83	82	82	81	80	78	76	72
36 A	195	136	95	79	75	72	70	70	70	70	70	69	68	68	66	65	60
B	195	120	95	79	75	72	70	70	70	70	70	69	68	68	66	65	60
C	195	120	95	79	75	72	70	70	70	70	70	69	68	68	67	66	62

Length Restricted To Inches at Intersection of Height and Width

LINE A - Applicable only to TCA
LINE B - Applicable only to ALITALIA
LINE C - Applicable only to PAA

2 DOUGLAS C-54

WIDTH OR HEIGHT (IN INCHES)

HEIGHT OR WIDTH (IN INCHES)

	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54
2	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
4		550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
6			550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
8				550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	548
10					550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	544	541
12						550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	538	535	530	521	517
14							550	550	550	550	550	550	550	550	550	550	550	550	550	550	544	531	521	514	503	493	486
16								550	550	550	550	550	542	539	536	533	531	525	523	520	508	498	487	480	471	462	456
18									550	550	550	537	528	518	510	505	500	491	483	480	470	462	453	447	439	429	420
20										550	536	521	509	498	489	482	476	467	461	455	445	434	452	417	408	396	389
22											518	502	488	478	469	462	456	449	441	435	424	412	400	391	380	369	356
24												485	470	460	450	442	435	428	419	411	401	389	377	366	354	343	331
26													457	445	434	423	415	403	394	387	377	368	357	346	334	321	310
28														427	413	400	389	375	365	358	349	342	332	322	311	301	294
30															397	383	370	357	346	335	328	321	312	303	294	286	278
32																367	355	344	331	320	311	303	294	287	279	272	266
34																	342	330	317	306	296	287	280	273	266	260	254
36																		316	305	292	283	275	268	262	256	249	244
38																			293	280	272	265	258	252	245	238	232
40																				270	263	255	248	242	235	228	221
42																					255	247	239	232	226	219	211
44																						239	230	223	216	209	202
46																							222	214	207	200	192
48																								206	199	190	184
50																									191	183	176
52																										176	169
54																											163
56																											
58																											
60																											
62																											
64																											
65																											

WIDTH OR HEIGHT (IN INCHES)

WIDTH ONLY (IN INCHES)

HEIGHT OR WIDTH (IN INCHES)

	56	58	60	62	64	66	68	70	72	74	76	78	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94
2	550	550	550	550	550	550	407	276	249	233	230	208	198	192	188	182	178	173	168	163	160	155	150	146	141	137	133
4	550	550	550	550	550	550	368	247	225	211	200	190	181	177	173	169	165	162	158	154	150	147	143	140	137	133	130
6	548	547	547	546	543	540	355	234	212	198	188	179	171	167	164	161	157	154	151	148	145	142	139	136	133	130	127
8	543	540	538	530	522	516	348	222	201	188	178	170	162	159	157	154	151	148	145	143	140	137	135	132	129	127	124
10	533	527	521	508	495	488	335	210	190	178	168	160	154	151	148	145	143	140	138	136	133	131	129	127	125	123	121
12	505	499	492	478	464	454	310	202	184	172	163	156	150	148	145	143	141	139	136	134	132	130	128	126	124	122	120
14	476	470	462	448	431	421	290	195	178	167	160	153	147	145	142	140	137	135	133	132	130	128	126	124	122	120	119
16	445	438	431	414	391	383	264	186	171	162	155	149	144	141	139	137	135	133	131	129	128	126	124	123	121	119	118
18	413	405	397	378	350	340	244	180	164	157	151	146	141	139	137	135	133	131	129	128	126	125	123	121	120	118	117
20	378	368	357	332	303	295	233	169	157	151	147	142	138	136	135	133	131	129	128	126	125	123	122	120	119	117	116
22	342	330	315	289	278	265	215	162	152	146	141	137	134	132	130	129	127	126	125	123	122	121	120	118	117	116	115
24	317	304	290	275	161	254	200	155	147	141	137	133	130	128	127	126	124	123	122	121	120	119	118	117	116	115	114
26	299	286	273	260	248	230	190	150	143	138	134	130	127	126	125	123	122	121	120	119	118	117	116	115	114	113	112
28	283	271	261	247	237	225	181	147	141	136	132	128	126	124	123	122	121	120	119	118	117	116	115	114	113	112	111
30	269	259	250	237	227	215	176	146	140	135	131	127	124	123	122	121	120	119	118	117	116	115	114	113	112	111	110
32	257	247	238	227	218	208	172	144	138	133	129	126	123	122	120	119	118	117	116	115	115	114	113	112	111	110	109
34	246	237	228	218	209	199	167	143	136	131	127	124	121	119	118	117	116	115	114	113	113	112	111	110	110	109	108
36	235	226	217	209	200	191	160	141	135	130	126	122	119	118	117	116	115	114	113	112	111	111	110	109	108	108	107
38	225	216	208	201	192	182	156	139	133	128	124	121	118	117	115	114	113	112	111	111	110	109	108	107	107	106	105
40	214	207	199	192	184	175	153	138	132	127	123	120	117	116	114	113	112	111	110	110	109	108	107	106	106	105	104
42	205	198	191	184	176	168	150	137	131	126	122	119	116	115	113	112	111	110	109	108	108	107	106	105	104	103	102
44	195	189	183	176	169	160	146	136	130	125	121	118	115	114	112	111	110	109	108	107	106	105	104	103	102	101	100
46	186	180	175	168	162	156	142	134	128	124	121	117	114	113	112	110	109	108	106	105	104	103	102	101	101	100	99
48	177	172	167	161	155	149	139	132	127	123	119	116	112	111	110	109	108	106	105	104	103	102	101	101	100	99	99
50	170	164	159	153	157	143	136	131	126	122	118	115	112	111	110	108	107	106	105	104	103	102	101	100	100	99	98
52	163	158	153	147	143	137	132	127	123	120	116	113	111	110	108	107	106	105	104	103	102	101	101	100	99		
54	158	152	147	142	138	133	129	125	121	118	114	112	109	108	107	106	105	104	103	103	102	101	100				
56	152	147	142	138	134	131	126	122	119	115	112	110	108	107	106	105	104	103	102	102	101	100					
58		142	138	134	129	127	122	119	116	113	110	108	106	105	105	104	104	103	102	101	100						
60			134	130	125	123	119	116	113	111	109	107	105	104	103	102	101	100	99	99							
62				126	121	119	115	112	109	107	105	103	101	100	99	98	97	96	95								
64					117	114	110	107	105	102	100	98	96	95	94	93											
65						111	108	105	102	100	98	95	94	93													

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

3 DOUGLAS DC-3

Not applicable to TC

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22
2	71										
4	71	69									
6	71	69	67								
8	71	69	67	66							
10	71	69	67	66	65						
12	71	69	67	66	65	65					
14	71	69	67	66	65	65	64				
16	71	69	67	66	65	65	64	63			
18	71	69	67	66	65	65	64	63	61		
20	71	69	67	66	65	65	64	63	61	61	
22	68	67	66	66	65	65	64	63	60	60	60
24	60	60	60	60	60	60	60	60	60	60	
26	60	60	60	60	60	60	60	60	60	40	
28	42	42	42	42	42	42	42	42	40	37	
30	36	36	36	36	36	36	36				
32	34	34	34	34	34						
34	34	34	34								

EXCEPTIONS:

Because of variations in the modification of DC-3 equipment such as larger cargo doors, the following carriers accept maximum dimensions of:

CN..... 23"x28"x44"
CP..... 24"x28"x357"
56"x56"x 93"
24"x60"x181"

LC..... 20"x24"x44"
FL ..... 36"x44"x86"
NE, PC ..... 28"x 40"x44"

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

Applicable only to TC

LENGTH (IN INCHES)

WIDTH (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60	62	64
2	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34
4	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34
6	64	64	64	63	63	62	60	59	58	56	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34	34	34	34
8	64	64	64	63	63	62	60	59	58	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33	33	33	33	33	33
10	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33	33	33	33	33	33	33
12	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	32	32	32	32	32	32	32	32	32
14	62	62	62	61	61	60	58	57	56	54	55	55	55	55	55	55	55	55	36	31	31	31	31	31	31	31	31	31	31	31		
16	62	62	62	61	61	60	58	57	56	54	50	36	36	36	36	36	36	36	36	33	33	33	33	33	30	30	30	30	30	30	30	
18	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	29	29	29	29	29	29	29	29	29	29	29		
20	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	25	25	25	25	25	25	25	25	25	25	25		
22	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36													
24	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36													
26	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36													

7A CONSTELLATION 749H (ALL CARGO)

PACKAGE WIDTH IN INCHES

HEIGHT IN INCHES	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	108
12	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114	105	97
24	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114	105	97
36	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114	105	97
48	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114	105	97
54	540	540	452	361	298	255	223	197	173	155	142	131	120	112	105	99	93	89	87
60	540	446	360	300	258	223	197	173	155	142	131	120	112	105	99	93	89	87
66	412	330	278	238	208	183	162	146	133	123	115	106	100	94	89	85	81	79
70	337	281	243	210	185	164	146	133	122	113	107	99	93	88	84	80	78	75

PACKAGE LENGTH IN INCHES FIND LENGTH AT INTERSECTION OF HEIGHT & WIDTH

CLEAR AREA OF DOOR 108" WIDE & 74" HIGH

55 CONVAIR 880

Width (Inches) / Height (Inches)	4	8	12	16	20	24	28	32	34
	Package Length (Inches)								
28	136	125	116	106	97	88	79	70	
24	149	139	129	119	110	100	90	80	75
20	154	146	137	129	119	110	100	89	84
16	158	153	146	138	129	118	107	94	86
12	160	158	151	142	132	122	110	97	90
8	160	160	158	151	141	124	112	103	99
4	160	160	160	158	148	126	114	105	102

15 – A DC-6A COMBINATION PASSENGER AND CARGO

WIDTH INCHES	HEIGHT IN INCHES									
	48	50	52	54	56	58	60	62	64	66
	MAXIMUM LENGTH – INCHES									
3	265	265	265	265	265	265	265	265	265	265
6	265	265	265	265	265	265	265	265	265	265
12	265	265	265	265	265	265	265	265	265	265
24	265	265	265	265	265	261	248	236	227	217
36	216	211	206	201	198	196	193	187	183	177
48	174	171	170	168	161	149	142	142	142	142
60	138	134	132	131	124	118	111	111	111	111
72	116	110	101	74	74	74	74	70	70	70

4 DOUGLAS DC-4

LINE A applies to: CA, KL,
LINE B applies to: NW

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	LINE	4	6	8	10	12	14	16	18	20	22	24	26	28
4	A	86												
	B	72												
12	A	86	86	86	86	86								
	B	72	72	65	65	60								
14	A	86	86	86	86	86	86							
	B	72	72	65	65	60	57							
16	A	86	86	86	86	86	86	86						
	B	65	65	65	65	60	57	55						
18	A	86	86	86	86	86	86	86	86					
	B	65	65	65	65	60	57	55	52					
20	A	86	86	86	86	86	86	86	86	76				
	B	65	65	65	65	60	57	55	52	50				
22	A	86	86	86	86	86	86	86	86	76	71			
	B	65	65	65	65	60	57	55	52	50	47			
24	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	45		
26	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	
28	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
30	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
32	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
34	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
36	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
38	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
40	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
42	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	
44	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	45		
46	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	—		
48	A	86	86	86	86	86	86	86	86	76	71			
	B	65	65	65	65	60	57	55	52	50	—			
50	A	86	86	86	86	86	86	86	86	76				
	B	65	65	65	65	60	57	55	52	50				
52	A	86	86	86	86	86	86	86	—					
	B	65	65	65	65	60	57	55	52					
54	A	86	86	86	86	86	—	—						
	B	65	65	65	65	60	57	55						
56	A	86												
	B	—												

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

DOUGLAS DC-6 5

LINE A applies to: AA, CO
LINE B applies to: BN, DL, KL, NA, SN, SAS
LINE C applies to: UA

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	LINE	2	4	6	8	10	12	14	16	18	20	22	24	26	27	28
2	A	150														
	B	150														
	C	150														
4	A	150	150													
	B	150	150													
	C	150	150													
6	A	150	150	150												
	B	150	150	150												
	C	150	150	150												
8	A	150	150	150	150											
	B	150	149	149	149											
	C	150	150	150	150											
10	A	150	150	150	150	150										
	B	150	143	140	137	133										
	C	150	150	150	150	150										
12	A	150	150	150	150	150	146									
	B	150	138	133	128	124	122									
	C	150	150	150	150	150	146									
14	A	150	150	150	150	150	146	131								
	B	144	131	124	119	118	116	114								
	C	150	150	150	150	150	146	131								
16	A	150	150	150	150	150	146	127	118							
	B	131	122	117	115	112	109	108	108							
	C	150	150	150	150	150	142	127	117							
17	A	150	150	150	150	150	136	123	116	107						
	B	120	115	107	107	106	105	104	104	104						
18	C	150	150	150	150	135	123	121	111	105						
19	A	150	150	150	150	138	128	120	114	101	98					
	B	112	107	105	103	102	101	100	100	99	98					
20	C	150	150	150	142	131	110	104	98	95	90					
21	A	150	150	150	148	130	118	116	106	96	94	86				
	B	104	100	98	97	97	97	96	96	95	94	86				
22	C	150	150	147	130	125	103	98	92	90	84	81				
23	A	150	150	143	127	121	110	105	98	94	90	82	78			
	B	96	94	94	93	93	93	92	92	91	90	82	74			
24	C	150	147	138	123	115	96	91	88	84	78	74	71			
25	A	148	148	138	123	113	100	95	93	91	83	79	73	67		
	B	92	90	90	89	89	88	88	88	87	87	78	70	52		
26	C	147	143	128	116	110	90	84	81	79	73	73	71	67		
27	A	147	147	128	115	98	91	90	87	85	77	73	72	67	67	
	B	87	86	85	85	85	84	83	83	82	81	73	66	52	52	
28	C	143	130	118	103	95	85	82	77	75	73	73	71	—	67	40
29	A	143	128	118	108	94	89	87	84	83	76	71	71	67	67	
	B	82	81	80	80	80	79	79	78	78	69	69	52	52	52	
30	C	133	118	108	95	89	80	76	72	71	67	63	58	43		
31	A	123	108	96	90	82	80	77	77	75	73	71	71	67	67	
	B	77	77	76	75	75	75	74	74	73	72	65	57	52	52	
32	C	123	108	92	90	82	76	70	69	67	63	58	54	41		
34	A	110	96	86	80	76	74	73	73	73	73	71	71	67	67	
	B	72	72	72	71	71	70	69	69	68	67	61	54	52	52	
	C	110	96	86	80	76	72	68	66	65	60	56	52	39		
35	A	103	84	75	73	73	73	73	73	73	73	71	71	67	67	
	B	71	69	68	68	67	66	66	65	64	62	56	52	52	52	
36	A	103	84	75	73	73	73	73	73	73	73	71	71	67	67	
	B	71	69	68	68	67	66	66	65	64	62	56	52	52	52	
	C	103	84	75	73	71	69	66	64	61	58	53	48	38		
38	A	88	78	73	73	73	73	73	73	73	73	71	71	67	67	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52	52	
	C	88	75													
40	A	78	75	73	73	73	73	73	73	73	73	63	63	53	53	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52		
	C	75														
43	A	75	75	73	73	73	73	73	73	73	73	63	63	53	53	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52		
47	A	75	75	73	73	73	73	73	73	63	63	59	59			
	B	52	52	52	52	52	52	52	52	52	52	52	52	52		
51	A	73	73	73	73	73	73	73	73							
	B	52	52	52	52	52	52	52	52	52						
55	A	51	51	51	51	51	51	51	51							
	B	52	52	52	52	52	52	52	52							

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

6 DOUGLAS DC-6B

LINE A applies to: AA, CP, WA
LINE B applies to: CO, KL, SAS
LINE C applies to: LAN, NA, NE, NW, PAA, SAB, SR, UA

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	Line	3	6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	28	30	32	34
3	A	211																				
	B	200																				
	C	200	200	200	200	184	175	166	158	149	142	137	131	126	120	111	104	100				
6	A	211	211																			
	B	200	200																			
	C	200	200	200	193	168	161	153	147	141	135	128	121	116	112	105	97	91				
9	A	211	211	195																		
	B	200	200	195																		
	C	200	200	195	169	150	144	139	135	128	123	117	113	108	104	94	89	82				
12	A	211	193	186	158																	
	B	190	190	186	158																	
	C	190	190	186	158	141	135	129	124	118	113	109	106	101	97	92	81	74				
15	A	184	168	160	142	127																
	B	168	168	160	142	127																
	C	168	168	160	142	127	122	118	114	109	104	101	98	94	90	79	72	67				
18	A	175	161	144	135	122	121															
	B	175	161	144	135	122	121															
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
17	A	166	153	139	129	118	116	113														
	B	166	153	139	129	118	116	113														
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
16	A	158	147	135	135	124	114	111	108	105												
	B	150	150	135	123	114	111	108	105	101												
	C	150	150	135	123	114	111	108	105	101	97	95	91	87	84	77	69	60				
19	A	149	141	128	118	109	106	103	101	94												
	B	149	141	128	118	109	106	103	101	94												
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
20	A	142	135	123	113	104	101	99	97	92	90											
	B	142	135	123	113	104	101	99	97	92	90											
	C	—	—	—	—	—	—	—	—	—	—											
21	A	137	128	117	109	101	96	95	94	90	87	84										
	B	124	124	116	108	99	96	95	94	90	89	89										
	C	124	124	116	108	99	96	95	94	90	89	89	82	79	77	68	61	54				
22	A	131	121	113	106	98	95	92	91	88	85	82	78									
	B	131	121	113	106	98	95	92	91	89	89	89	89									
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
23	A	126	116	108	101	94	91	89	87	84	81	79	76	74								
	B	126	116	108	101	94	91	89	89	89	89	89	89	85								
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
24	A	120	112	104	97	91	88	86	84	81	78	76	74	72	70							
	B	112	112	104	96	91	89	89	89	89	89	89	89	86	85							
	C	112	112	104	96	91	88	86	84	81	78	76	74	72	70	61	54	48				
25	A	111	105	101	95	88	85	83	81	78	76	74	72	70	68	61						
	B	111	105	101	95	89	89	89	89	89	89	89	89	85	85	76						
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
28	A	104	102	98	92	85	82	81	79	76	74	72	70	68	66	57	53					
	B	104	102	94	92	89	89	89	89	89	89	89	89	89	89	85	76	76				
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
27	A	100	99	95	89	82	79	78	77	74	72	70	69	66	64	53	49	43				
	B	100	99	95	89	89	89	80	89	89	89	89	89	85	85	76	76	70				
	C	99	98	95	89	82	79	78	77	74	72	70	69	66	64	53	49	43				
30	A	89	88	86	80	74	72	72	71	69	67	65	63	61	58	49	43	39				
	B	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
	C	88	88	86	80	74	72	72	71	69	67	65	63	61	59	48	43	39				
33	A	80	80	79	75	70	68	67	66	64	62	60	57	54	53	45	41	36				
	B	89	89	89	89	89	89	89	89	89	89	89	88	82	82	74	74	69	69	67		
	C	80	80	79	75	70	68	67	66	64	62	60	57	54	53	45	41	36				
36	A	71	71	71	69	66	64	62	61	59	58	56	53	50	48	42	38	34				
	B	89	89	89	89	89	89	89	89	89	89	89	88	81	81	74	74	68	68	67	63	
	C	71	71	71	69	66	64	62	61	59	58	56	53	50	48	42	38	34				
40	B	89	89	89	89	89	89	89	89	89	89	89	89	87	78	78	73	73	67	67	66	63
44	B	89	89	89	89	89	89	89	89	89	89	89	89	87	78	78	72	72	66	66	65	63
48	B	89	89	89	89	89	89	89	89	89	89	89	89	86	77	77	71	71	65	65	64	63
52	B	89	89	89	89	89	89	89	89	89	89	89	89	86	77	77	71	71	64	64	63	63
56	B	89	89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64	63	63
60	B	89	89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64	63	62
64	B	89	89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64	63	63
68	B	89	89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64		
80	B	89	89	89	89	89	89	89	89	89	89	89	89	85								

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

7 LOCKHEED SUPER CONSTELLATION (COMBINATION)

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)		2	4	6	8	10	12	13	14	16	18	20	21	22	24	25	26	28	29	30	32	34	39	40
2	A	312	300	292	277	258	242		228	217	210	207	205	71	65		59	54		49	44	39		
	B	312					300	300		300	300		300		300	300		300	122	100			100	100
3	B	312					300	226		220	220		300		300	200		200	111	100			100	100
4	A	310	300	292	277	258	242		228	217	210	207	205	68	63		58	52		47	42			
	B	300					300	200		200	200		200		200	200		200	111	100			100	100
6	A	310	300	292	277	258	242		228	217	210	207	205	68	63		58	52		47	42			
	B	300					202	170		170	170		170		170	170		170	101	100			100	100
8	A	310	300	292	277	258	242		228	217	210	207	205	68	63		58	52		47	42			
	B	300					177	152		152	152		152		152	152		152	100	100			100	100
9	B	300					158	137		137	127		127		127	127		127	100	100			100	100
10	A	310	300	292	277	258	242		228	217	210	207	205	68	63		58	52		47	42			
	B	300					158	137		127	127		127		127	127		127	100	100			100	100
12	A	310	300	292	277	258	242		228	217	210	207	205	68	63		58	52		47	42			
	B	300					162	128		126	124		126		124	124		124	100	100			100	100
13	A	310	295	287	274	256	239		226	216	209	207	204	65	60		55	50		45	41			
	B	300					128	114		114	114		114		114	114		114	100	100			100	100
14	A	300	295	287	274	256	239		226	216	209	207	204	65	60		55	50		45	41			
	B	300					128	114		114	114		114		114	114		114	100	100			100	100
15	B	300					124	114		108	108		108		108	108		108	100	100			100	100
16	A	300	243	193	171	153	139		124	115	109	105	103	65	60		55	50		45	41			
	B	300					124	114		108	108		108		108	108		108	100	100			100	100
17	B	300					124	114		108	104		104		104	104		104	100	100			100	100
18	A	300	234	190	168	150	135		122	113	108	104	101	65	60		55	50		45	41			
	B	300					125	114		108	104		104		104	104		104	100	100			100	100
19	A	300					124	114		108	104		104		104	104		104	100	100			100	100
	B	300					124	114		108	104		103		103	101		101	60	60			60	60
20	A	300	225	186	165	147	135		121	112	107	104	102	65	60		55	50		45	41			
	B	300					124	114		108	104		103		103	101		101	60	60			60	60
21	A	300	218	181	162	144	130		119	111	106	103	102	65	60		55	50		45	41			
	B	300					124	114		108	104		100		100	100		100	60	60			60	60
23	B	300					124	114		108	104		100		100	100		100	60	60			60	60
24	A	300	212	177	158	141	126		118	110	105	102	101	57	52		48	45		42				
	B	300					124	114		108	104		100		52	48		45	42	42			29	
25	B	300					124	114		108	104		100		48	48		45	42	42			29	
26	A	300	206	174	155	147	126		116	109	104	101	101	29	29	29	29	29		29				
	B	300					126	116		108	104		100		48	29		29	29	29			29	
28	A	300	200	170	152	137	124		114	108	104	101	100	29	29	29	29	29						
	B	300					126	116		108	104		100		48	29		29	29	29			29	
29	A	125	111	101	92	85	78		73	68	65	63		29	29		29	29						
30	A	96	90	85	80	74	70		67	64	57	29		29	29		29	29						
34	A	77	80	75	71	67	64		61	59	57	29		29	29		29	29						
39	A	56	55	54	54	53	52		52	51	51	29		29	29		29	29						

A-applicable only to TCA
B-Not applicable to TCA

FIND LENGTH (IN INCHES) AT INTERSECTION OF LENGTH AND WIDTH

8 LOCKHEED CONSTELLATION (For Lockheed SPEEDPAK See Table 16)

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
4	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
6	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
8	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
10	170	170	170	170	170	170	170	165	165	155	145	130	110	95	85	75	70	60	55
12	170	170	170	170	170	170	170	165	160	155	145	125	110	95	85	75	70	60	55
14	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	60	55
16	170	170	170	170	170	145	135	130	120	115	110	105	105	90	80	75	70	60	55
18	170	170	170	170	155	145	135	125	120	115	110	105	95	85	80	70	68	60	55
20	170	170	170	170	155	140	135	125	120	115	110	105	95	85	80	73	68	60	
22	170	170	170	170	150	140	135	125	120	115	110	105	95	85	75	70	68	60	
24	170	170	170	170	145	140	130	120	115	115	105	105	95	85	75	70	60		
26	170	170	170	170	145	140	130	120	115	115	105	105	95	85	75	70	60		
28	170	170	170	170	145	135	130	120	115	115	105	95	90	80	75	68	60		
30	170	170	170	150	140	135	125	120	115	110	105	95	90	80	70	68	60		
32	170	170	170	145	140	130	120	120	115	105	105	95	85	75	70	60	55		
34	170	170	155	145	135	130	120	115	115	105	105	95	80	70	68	60	55		
36	170	170	155	140	135	125	120	115	110	105	95	85	80	70	68	60	55		
38	170	155	145	135	125	120	115	110	105	95	95	80	70	68	60				
40	170	145	135	130	120	115	110	105	100	90	85	75	68	60	55				
41	170	145	135	130	120	115	110	105	95	90	80	70	68	60	55				

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

10 DOUGLAS DC-7, 7-B, 7-C

HEIGHT OR WIDTH (IN INCHES)

WIDTH OR HEIGHT (IN INCHES)	6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27
3	*211	210	188	177	169	161	153	148	142	136	129	123	117	114	111	108
6	211	191	172	163	156	149	142	136	131	126	121	115	109	105	101	97
9	189	173	158	150	144	137	131	126	121	116	111	106	101	97	92	87
12	170	156	143	137	132	126	120	116	111	106	102	98	94	89	83	77
15	152	140	129	124	120	115	112	105	101	97	94	90	86	80	74	68
18	136	126	116	112	108	103	99	96	92	89	85	82	79	72	66	60
21	120	111	103	100	97	93	90	87	85	83	79	76	72	66	60	54
24	105	98	91	90	87	84	81	80	78	75	72	69	65	59	54	49
27	93	88	83	81	78	76	74	73	71	70	67	63	59	54	50	45
Width 30	87	83	79	76	74	71	69	68	66	65	62	58	54	49	45	41
only (in 33	83	79	76	73	71	69	67	64	62	60	57	53	49	45	41	38
inches) 36	80	77	75	70	69	67	65	62	59	56	53	49	45	42	38	34

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

*Maximum length of 235 inches applicable to the DC-7C.

9 CONSOLIDATED CONVAIR

AL, NA, TW only

Second Dimension (In Inches) \ First Dimension (In Inches)	5	10	15	20	25	30	35	40	45
5	80	80	80	80	80	80	80	80	80
10		80	80	80	80	80	80	80	80
15			72	75	75	75	75	75	73
20				70	70	70	70	70	70
25					60	70	70	70	55
30						55			

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

56 CARAVELLE

HEIGHT \ WIDTH	4	8	12	16	20	24
	MAXIMUM LENGTH					
4	80	80	79	78	74	65
8	80	80	79	78	74	65
12	80	80	79	78	74	65
16	80	80	79	78	74	65
20	80	80	79	78	74	65
24	80	80	79	78	74	65
28	80	80	79	78	74	65
32	80	80	79	78	74	65
36	80	80	79	78	74	65
40	80	80	79	78	74	65
44	80	80	79	78	74	65
48	80	80	79	78	74	
52	80	80	79	78	74	
56	80	80	79	78		
60	64	64	64	62		

CONSOLIDATED CONVAIR

SECOND DIMENSION (IN INCHES) \ FIRST DIMENSION (IN INCHES)	LINE	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48
2	A	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98
	B	96	96	96	96	96	96	96	96	96	96	91	86	78	78	73	73	73	73	73	73	73	73	73	–
	C	108	108	108	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105
	D	96	96	96	96	96	96	96	96	96	96	91	86	78	73	73	73	73	73	73	73	73	73	73	73
4	A		96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96
	B		96	96	96	96	96	96	96	96	96	91	86	78	73	73	73	73	73	73	73	73	73	73	–
	C		108	108	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105
	D		96	96	96	96	96	96	96	96	90	84	76	73	73	73	73	73	73	73	73	73	73	73	73
6	A			94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94
	B			96	96	96	96	96	96	89	85	75	73	73	73	73	73	73	73	73	73	73	73	73	–
	C			105	105	105	105	105	105	105	105	105	105	104	104	104	104	104	104	96	96	96	96	96	96
	D			96	96	96	96	96	96	89	85	75	73	73	73	73	73	73	73	73	73	73	73	73	73
8	A				92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92
	B				94	94	94	94	90	84	75	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C				105	105	105	105	105	105	105	105	105	96	96	96	96	96	96	88	88	88	88	88	88
	D				94	94	94	94	90	84	75	73	73	73	73	73	73	73	73	73	73	73	73	73	73
10	A					90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90
	B					89	89	89	80	75	73	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C					102	102	102	102	102	102	102	102	90	90	90	90	90	90	80	80	80	80	80	80
	D					89	89	89	80	75	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73
12	A						88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88
	B						84	84	77	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C						93	93	93	93	93	93	93	84	84	84	84	84	84	80	80	80	80	80	80
	D						84	84	77	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73
14	A							86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86
	B							80	74	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C							84	84	84	84	84	84	80	80	80	80	80	80	80	80	80	80	80	80
	D							80	74	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	64
16	A								84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84
	B								70	67	65	59	59	59	59	59	59	59	59	59	59	59	59	59	–
	C								80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	D								70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	59
18	A									82	82	82	82	82	82	82	82	82	82	82	82	82	82	82	82
	B									70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	–
	C									80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	D									70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	54
20	A										80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	B										70	70	70	70	70	70	70	70	70	70	70	70	70	70	–
	C										80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	D										70	70	70	70	70	70	70	70	70	70	70	70	70	70	50
22	A											76	76	76	76	76	76	76	76	76	76	76	76	76	76
	B											70	70	70	70	70	70	70	70	70	70	70	70	70	–
	C											80	80	59	59	59	59	59	52	52	52	52	52	52	52
	D											70	70	70	70	70	70	70	70	70	70	70	70	70	46
24	A												72	72	72	72	72	72	72	72	72				
	B												70	70	70	70	70	70	70	70	70	46	46	46	–
	C												80	53	53	53	53	53	53	48	48	48	48	48	48
	D												46	46	46	46	46	46	46	46	46	46	46	46	43
	E		105	105	105	104	92	86	78	74	68	64	50	56	52	48	44								
	F		105		105		84		80		80		58		56		56	56							
26	A													30	30	30									
	B													46	46	46	46	46	46	46	46	46	46	46	–
	C													48	48	48	48	48	48	48	48	48	48	48	45
	D													46	46	46	46	46	46	46	46	46	46	46	41
28	A														30	30									
	B														46	46	46	46	46	46	46	46	46	46	–
	C														48	48	48	48	48	48	48	48	48	43	43
	D														46	46	46	46	46	46	46	46	46	46	40
30	C															48	48	48	48	48	38	38	38	38	38
32	C																48	48	48	36	36	36	36	36	36
34	C																	48	48	36	36	36	36	36	36
36	E		104	104	98	90	84	78	72	68	64	60	56	52	48	44	40								
	F		104		96		84		80		80		56		42		40	38							
48	E		96	96	88	80	74	68	64	60	56	52	50	46	44	40	36								
	F		96		88		80		80		56		48		42		38	34							

LINE A Applies to AA and MQ, TT.
LINE B applies to BN, CO and NO
LINE C applies to WA
LINE D applies to UA, and LC
LINE E applies to DL only
LINE F applies to EA only

CP MAXIMUM DIMENSIONS
28" x 48" x 30"
24" x 48" x 80"
12" x 24" x 98"

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

53 DOUGLAS DC-8

HEIGHT IN INCHES

Find Length (in inches) at Intersection of Height and Width

Width in Inches	3	6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
3	298	298	296	296	295	294	294	293	293	293	293	292	292	292	292	292	292	291	291	291
6	298	297	296	294	293	293	293	293	291	291	291	290	284	276	274	271	262	248	238	232
9	296	296	262	260	250	244	239	240	237	232	230	228	225	222	216	212	209	200	189	182
12	296	294	260	210	202	202	199	196	193	191	189	186	183	180	170	165	160	140	136	130
15	295	293	250	202	172	159	152	144	134	129	127	124	122	120	118	115	113	112	111	110
16	294	293	247	199	160	150	139	127	125	124	122	120	118	116	114	113	112	111	110	106
17	294	293	244	197	150	140	130	122	120	118	117	116	114	111	110	110	109	107	105	103
18	293	293	240	196	144	127	122	120	118	116	115	114	112	109	108	108	107	105	103	101
19	293	291	237	193	134	125	121	118	116	115	114	112	109	106	105	105	105	103	102	100
20	293	291	232	191	130	123	120	114	113	112	110	108	106	103	103	103	103	102	101	100
21	293	291	230	189	127	122	117	111	110	110	108	106	104	103	103	102	102	101	100	100
22	292	290	228	185	125	120	115	110	108	108	106	105	104	103	102	101	101	100	99	99
23	292	284	225	182	122	118	112	109	107	105	105	104	104	102	102	101	101	100	99	99
24	292	276	222	180	120	116	111	109	106	103	103	103	103	102	101	101	100	99	99	99
25	292	274	216	170	118	115	110	108	105	103	103	102	103	102	101	100	100	99	99	98
26	292	271	212	164	115	113	109	107	104	103	102	102	102	101	101	100	99	99	98	98
27	292	262	209	160	113	112	108	106	103	102	102	102	102	101	100	100	99	99	98	98
28	291	254	156	140	111	110	107	105	103	101	101	101	101	101	100	100	99	99	98	97
29	291	246	128	121	108	107	106	104	102	101	101	101	101	101	100	100	99	99	98	97
30	291	241	112	109	106	105	105	104	102	101	101	101	101	101	100	100	99	99	98	97
31	290	237	108	106	104	104	103	102	101	99	98	97	97	97	96	96	96	95	95	95
32	289	232	105	103	103	102	101	100	99	98	97	96	96	95	95	94	94	93	93	93
33	288	228	103	102	102	101	99	98	98	97	96	95	95	94	94	94	94	93	92	91
34	287	226	102	102	101	100	98	97	96	95	94	94	93	92	91	91	90	89	88	87
35	287	225	102	101	99	98	97	96	95	94	94	93	92	91	90	89	89	87	86	85

15 DOUGLAS DC-6A (ALL CARGO) DOUGLAS DC-7F (ALL CARGO)

HEIGHT OR WIDTH (IN INCHES)

WIDTH OR HEIGHT (IN INCHES)	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78
3	623	623	623	623	623	623	623	623	620	612	598	570	547	521	499	473	446	428	412
6	623	623	623	623	623	623	623	620	605	593	581	542	521	501	476	449	431	418	393
9	623	623	623	623	623	623	623	618	595	579	554	523	494	477	453	438	417	394	382
12	602	601	580	575	560	545	530	511	504	496	472	458	432	417	404	387	372	363	354
15	550	534	519	506	498	489	475	460	445	436	420	403	392	380	369	358	349	341	330
18	484	477	463	452	444	435	424	414	406	398	384	373	361	349	341	330	321	312	302
21	430	421	414	409	401	395	385	376	367	358	350	339	328	321	313	304	298	289	282
24	398	390	385	379	368	363	359	348	339	330	326	322	319	308	299	291	284	279	271
27	365	358	350	347	341	336	329	322	315	307	298	289	281	278	272	269	266	263	259
30	336	330	328	324	319	311	304	300	294	286	279	271	264	260	257	254	251	247	245
33	318	311	307	301	298	292	287	282	278	271	263	255	248	244	239	235	231	227	224
36	290	286	284	282	280	276	272	267	263	256	249	243	235	231	228	224	219	216	213
39	274	271	269	267	264	260	256	251	248	242	237	230	224	219	215	211	205	201	198
42	259	256	254	252	250	247	243	238	235	230	225	219	214	210	204	199	196	193	189
45	247	244	242	240	238	235	231	226	223	218	213	208	204	201	197	193	189	185	181
48	234	232	230	228	226	223	218	214	211	208	204	199	196	192	188	185	181	177	175
51	222	220	218	216	214	210	207	203	200	195	191	188	184	180	177	174	172	170	168
54	210	208	206	205	202	198	195	193	191	188	185	181	179	173	171	168	165	163	162
57	198	196	194	192	190	187	185	183	182	178	175	173	171	167	164	162	159	157	155
60	189	186	184	182	180	178	176	174	173	171	170	169	168	163	160	158	155	153	149
63	181	179	177	175	173	170	168	166	165	163	160	158	156	154	151	149	146	144	142
66	174	171	169	167	165	164	162	160	159	156	154	152	151	148	146	144	142	140	138
69	169	166	163	161	160	159	158	154	152	150	148	147	146	144	141	139	137	135	134
72	163	161	158	156	153	151	150	148	146	145	143	142	141	139	137	136	134	132	130
75	157	155	152	150	147	145	144	142	140	139	138	137	135	134	132	130	128	126	
78	151	149	146	144	141	139	138	136	134	133	132	131	130	128	126	123	121	118	
81	146	143	140	138	135	133	131	130	129	128	127	126	125	122	120	116	115		
84	141	138	135	132	129	128	127	126	125	124	123	122	120	118	115				
87	136	133	130	127	124	122	121	119	118	117	115	114	113						
90	132	128	125	122	121	120	118	117	116	115	112								
93	127	124	122	119	116	115	114	113	112	111									
96	124	121	119	116	114	113	112												
99	120	118	116	114	112														
102	117	115																	
105	115																		

Width only (in inches)

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

14-A BRISTOL BRITANNIA

HEIGHT IN INCHES

	11	17	20	23	25	27	30
5	161	161	161	161	151	138	129
7	155	155	154	153	144	133	125
9	150	150	148	145	137	128	121
11	145	145	142	139	132	124	117
13	140	140	136	133	126	120	114
15	135	135	132	128	121	116	110
17	132	132	128	123	117	112	106
19	128	128	123	118	114	108	102
21	124	124	119	115	109	104	98
22	120	120	115	111	106	100	95
24	116	116	112	107	101	97	91
26	113	113	107	103	97	93	87
28	108	108	103	99	94	89	82
30	104	104	99	96	90	85	78
32	100	100	96	91	86	81	75
34	96	96	92	88	82	78	71
36	93	93	88	84	78	74	68
38	89	89	84	79	75	70	64
40	85	85	80	76	71	66	61
41	81	80	76	72	67	62	58
43	77	76	72	68	63	58	56
45	75	72	68	64	59	56	54

Find length at intersection of height and width.

19 MARTIN

LINE A applies to: EA
LINE B applies to: DL, TW, PC
LINE C applies to: AL

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	Line	3	6	9	12	15	19	20	30	40	50	53
3	A	136	136	136	136	136	136	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
6	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
9	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
12	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
15	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
20	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
23	A	136	74	74	74	74	74	74	69	69	69	69
	B	70	70	70	70	56	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
25	A	74	74	74	74	74	74	74	69	69	69	69
	B	70	70	70	70	56	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	24	24	24	24
30	A	74	74	74	74	74	74	74	56	56	44	44
	B	70	70	70	70	56	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	24	24	24	24
33	A	74	74	74	74	74	74	74	56	56	—	—
	B	70	70	70	70	56	56	56	56	—	—	—
	C	56	56	56	56	56	56	56	24	24	24	24
34	A	74	74	74	74	—	—	—	—	—	—	—
	B	70	70	70	70	—	—	—	—	—	—	—
	C	56	56	56	56	56	56	56	24	24	24	24

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

22 VISCOUNT

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)		15	20	25	30	35	40	45	50	52	54	55	56	58	60	65	70	75	80	85	90	95	100
8	A								36	36	36		36	36	36	20	20	18	18	18	18	18	18
10	A								35	35	35		35	35	20	20	20	18	18	18	18	18	18
	B	46	46	46	46	46	37	37	35			35			18	18	18	18	18	18	18	18	18
12	A								35	35	35		35	20	20	20	20	18	18	18	18	18	18
	B	46	46	46	46	46	36	36	35			35			18	18	18	18	18	18	18	18	18
14	A								35	35	35		20	20	20	20	19	18	18	18	18	17	17
	B	46	46	46	46	46	35	35	35			35			18	18	18	18	18	18	18	18	18
16	A								34	34	20		20	20	20	20	19	18	18	18	17	17	17
	B	46	45	45	45	35	35	35	35			35			18	18	18	18	18	18	18	18	18
18	A								33	20	20		20	20	20	20	19	18	17	17	17	17	
	B	46	40	40	40	35	35	35	35			35			18	18	18	18	18	18	18	18	18
20	A								32	20	20		20	20	20	19	19	17	17	17	17	16	--
	B	46	36	36	36	31	18	18	18			18			18	18	18	18	18	18	18	18	15
22	A								30	20	20		19	19	19	19	18	17	17	16	16	15	
	B	46	36	33	29	21	18	18	18			18			18	18	18	18	18	15	15	15	15
24	A								27	19	19		19	19	19	19	18	17	16	15	15		
	B	46	36	30	27	21	18	18	18			18			18	18	18	18	18	15	15	15	15
26	A								25	19	19		19	19	19	18	17	16	15				
	B	46	36	28	24	21	18	18	18			18			18	18	18	18	18				
28	A								21	19	19		18	18	18	18	16	15					
	B	46	36	26	21	21	18	18	18			18			18	18	18	18	18				
30	A								19	19	19		18	18	18	18	15						
	B	46	36	24	21	21	18	18	18			18			18	18	18	18	18				
32	A								18	18	18		18	18	18	17							
	B	46	31	23	21	19	18	18	18			18			15	15	15						
34	A								18	18	18		17	17	17								
	B	46	31	21	21	18	18	18	18			18			15	15	15						
36	A								17	17	17												
	B	35	31	20	20	18	16	16	16			15			12	12	12						
38	A								15														
	B	35	19	19	19	18	15	15	15														

A-applicable to TCA only
B-Not applicable to TCA

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

16 LOCKHEED CONSTELLATION SPEEDPAK

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	60
6	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
8	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
10	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
12	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
14	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
16	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
18	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
20	300	300	300	300	300	300	300	290	280	280	290	290	290	290	290	290	290	290	290
22	300	300	300	300	300	300	300	290	260	260	260	260	260	260	260	260	260	260	260
24	300	300	300	300	300	300	300	290	260	196	196	196	196	196	196	196	196	196	196
26	300	300	300	300	300	300	300	290	260	187	187	187	187	187	187	187	187	187	187
28	300	300	300	300	300	300	300	290	260	187	187	166	165	165	165	165	165	165	165
30	300	300	300	300	300	300	300	290	260	196	187	165	133	133	133	133	133	133	133

FIND THIRD DIMENSION (IN INCHES AT) INTERSECTION OF FIRST AND SECOND DIMENSIONS

18 SMITH CURTISS COMMUTER

Use Convair Chart No. 9.

23 LOCKHEED SUPER CONSTELLATION (All Cargo)

HEIGHT (IN INCHES)

WIDTH (IN INCHES)	54	60	66	72	
3	A 792	792	696	492	
	840	840	696	486	414
6	A 792	792	624	456	
	840	792	624	462	372
9	A 792	696	528	396	
	840	702	534	402	366
12	A 756	624	492	360	
	762	624	495	366	297
18	A 576	492	396	288	
	576	498	396	293	264
24	A 480	396	312	240	
	480	402	318	246	228
30	A 384	324	264	216	
	390	327	270	216	198
36	A 324	276	228	180	
	324	276	231	189	162
48	A 240	204	180	144	
	240	210	176	144	132
60	A 180	156	132	108	
	186	165	138	110	108
72	A 132	120	108		
	141	117	110		
88	117				

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH
A - Applicable only to EA.

50C BOEING 720

WIDTH IN INCHES

HEIGHT IN INCHES	4	8	12	16	20	24	28	32	36	40	44	48
5	256	(252) 240	(226) 218	(207) 203	(189) 188	176	164	156	149	139	131	120
10	253	(247) 220	(220) 205	(201) 193	(184) 180	170	158	152	145	135	128	118
15	(247) 219	(241) 208	(213) 193	(194) 182	(178) 172	162	153	147	140	131	124	115
20	(242) 208	(231) 200	(207) 183	(187) 172	(172) 163	155	147	141	134	125	119	112
25	(233) 205	(219) 184	(198) 171	(179) 162	(165) 154	147	141	134	127	118	112	107
30	(220) 189	(204) 170	(192) 160	(170) 152	(156) 145	140	133	125	119	110	104	99
35	(202) 168	(193) 155	(182) 146	(159) 141	(147) 136	132	121	113	107	100	95	89
40	(191) 150	(184) 141	(169) 134	(145) 127	(135) 120	112	105	98	92	88	83	78
45	(184) 131	(171) 123	(151) 117	(127) 110	(120) 101	94	88	81	76	72	68	50
50	(174) 118	(153) 110	(129) 102	(105) 93	(98) 84	76	68	62	58	54		
55	(158)	(130)	(104)	(83)								
60	(129)	(100)	(82)									
65	(89)											
68	(81)											

Find length (in inches) at intersection of height and width. Length figures shown in parenthesis ( ) can be used only if cargo is inserted diagonally through the door.

21 VERTOL 44

MAXIMUM DIMENSIONS:
20 IN. x 24 IN. x 44 IN.

20 SIKORSKY S-55

MAXIMUM DIMENSIONS:
20 IN. x 24 IN. x 44 IN.

24 FAIRCHILD C-82

MAXIMUM DIMENSIONS:
100 x 102 x 335
and
74 x 102 x 460

MAXIMUM DIMENSIONS FOR PACIFIC AIR LINES
39 x 45 x 24

50 BOEING 707

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)		<	8	12	16	20	24	28	32	36	40	44	48
69	C	81											
68	A	108											
	A	126											
67	C	87											
65	C	94	81										
64	A	140	106										
63	C	102	89										
62	A	152	125										
61	C	110	97	81									
60	A	162	139	101									
59	C	120	106	90									
58	A	171	150	118									
56	A	181	160	130									
	C	133	118	104									
54	A	190	170	141	98								
53	C	146	131	118	95								
52	A	199	180	151	118								
50	A	208	188	160	130								
	D	175	152	138	135	118	97	88	82	54			
	C	159	144	132	117								
48	D	180	161	140	138	128	110	100	91	78	68	52	
47	A	221	201	174	147	121	106	94	84	63	53	--	--
	B	127	120	112	103	95	87	78	70	63	53	--	--
	C	171	156	144	132	118	107	100	70	62	52	--	--
44	A	232	214	186	161	137	123	113	105	96	85	65	--
	B	133	126	118	110	102	95	88	85	82	80	65	--
	C	182	167	156	144	130	119	110	82	80	80	64	--
	D	187	175	156	144	119	130	120	108	96	86	73	52
41	C	193	177	165	153	141	130	118	105	98	81	--	--
40	A	243	229	202	178	156	140	124	114	106	95	85	--
	B	149	141	134	133	130	124	116	109	102	95	85	--
	D	197	185	170	156	144	140	132	120	106	97	86	68
38	C	203	186	173	161	150	138	126	114	107	100	91	55
36	A	250	241	218	195	173	156	138	125	113	106	96	74
	B	69	168	162	153	145	136	128	120	113	106	96	74
	C	209	191	178	165	155	143	131	119	112	105	96	73
	D	209	192	182	166	155	146	141	131	117	106	96	78
33	C	218	200	185	171	160	148	137	126	120	112	103	84
32	A	255	250	233	210	187	168	149	135	125	114	105	87
	B	198	194	182	170	160	148	139	130	122	114	105	87
	D	221	202	192	173	162	150	148	140	131	120	108	91
30	C	226	207	191	177	165	153	142	132	126	118	109	92
28	A	259	257	243	225	200	179	159	149	138	124	113	96
	B	222	215	200	186	174	160	149	139	130	122	113	96
	D	232	211	198	180	167	155	150	148	141	132	120	100
27	C	234	214	197	182	169	157	146	137	131	123	114	98
24	A	263	261	254	238	212	189	179	168	156	140	123	103
	B	242	236	219	202	187	172	158	147	137	128	119	103
	C	241	220	202	187	173	160	149	141	135	128	119	103
	D	241	220	202	187	173	160	155	150	146	140	130	110
21	C	248	225	207	191	176	163	153	143	138	131	123	108
20	A	266	265	261	249	222	212	200	187	173	156	137	109
	B	261	257	238	218	200	183	167	153	143	133	125	109
	D	250	228	208	192	177	173	167	162	155	144	139	129
18	C	253	231	211	194	179	166	155	147	141	135	126	111
16	A	271	268	266	258	249	238	225	210	195	178	161	142
	B	269	268	256	233	213	193	175	159	148	138	129	114
	D	259	235	214	197	192	187	180	173	166	156	144	138
15	C	259	236	215	198	182	169	158	149	143	137	129	115
12	A	273	271	269	266	261	254	243	233	218	202	186	169
	B	272	270	269	268	224	202	181	164	152	141	132	118
	C	264	241	219	202	185	174	160	151	145	139	131	118
	D	264	241	219	214	208	202	198	192	182	170	156	140
9	C	268	246	223	205	188	176	163	153	147	140	132	120
8	A	274	272	271	268	265	261	257	250	241	229	214	197
	B	274	272	271	263	233	209	187	269	155	144	134	121
	D	270	247	241	235	228	220	211	202	192	185	175	161
6	C	272	250	227	208	191	177	165	155	148	141	133	122
4	A	276	274	273	271	266	263	259	255	250	243	232	216
	B	275	274	273	270	240	214	190	172	158	146	135	123
	D	274	270	264	259	250	241	232	221	209	197	187	180
3	C	275	254	230	211	194	179	167	157	149	142	134	123

A-B - TWA, PAA
C - AAL
D - CAL, BNF, WAL

A - Use when package weighs less than 50 kilos and may be turned on side for loading.

B - Use when package weighs 50 kilos or more or when it cannot be turned on side for loading.

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

51 DE HAVILAND COMET IV

First Dimension in Inches

SECOND DIMENSION IN INCHES	15	22	26	28	32	41	44	46	47	48
2	152	128	89	78	78	78	78	78	78	78
4	125	100	78	78	78	78	78	78	78	78
6	103	81	78	78	78	78	78	78	78	78
8	86	78	78	78	78	78	78	78	78	78
10	78	78	78	78	78	78	78	78	78	78
12	78	78	78	78	78	78	78	78	78	78
14	78	78	78	78	78	78	78	78	78	
15	78	78	78	78	78	78	78	78	78	
16	78	78	78	78	78	78	78	78		
17	78	78	78	78	78	78	78	78		
18	78	78	78	78	78	78	78			
19	78	78	78	78	78	78	78			
20	78	78	78	78	78	78	78			
22	78	78	78	78	78	78				
24	78	78	78	78	78					
26	78	78	78							
28	78	78								
30	78	78								

Find Third Dimension (in inches) At Intersection of First & Second Dimensions

53A DOUGLAS DC-8
Applicable To DL Only

WIDTH IN INCHES	HEIGHT IN INCHES: 6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	30
	MAXIMUM LENGTH — INCHES																
3	230	217	204	194	191	188	185	183	181	179	178	177	176	175	174	174	172
6	230	216	202	188	184	180	178	175	173	171	170	169	168	167	166	166	166
9	216	190	176	165	163	161	159	157	156	156	155	154	154	153	152	152	152
12	185	172	160	154	153	152	152	150	149	148	146	145	144	143	142	141	140
15	180	160	153	150	150	150	150	147	145	142	140	138	136	135	134	133	131
18	170	157	152	147	147	146	144	141	138	136	134	131	129	128	126	124	120
21	166	154	150	144	142	140	137	136	132	130	127	124	122	120	118	117	113
24	164	151	149	141	137	133	130	127	124	121	119	116	114	110	108	106	101
27	156	148	145	132	125	121	118	114	110	109	104	100	98	95	93	92	88
30	150	146	139	120	111	108	102	97	92	88	85	82	80	79	77	76	73
33	148	143	122	107	91	86	80	76	72	69	67	65	64	62	61	60	59
36	144	140	94	72	68	64	60	58	55	53	51	49	48	47	46	45	44

14 DOUGLAS C-47 (ALL CARGO)

HEIGHT OR WIDTH (IN INCHES)	WIDTH OR HEIGHT (IN INCHES): 40	44	48	52	56	60	64	68	72	76	80	84
2	366	366	366	357	357	357	357	353	189	129	109	101
4	366	366	366	357	357	357	357	353	189	129	109	101
8	362	362	357	357	357	357	353	237	161	129	109	97
12	362	357	357	357	357	353	297	177	129	117	97	85
16	357	357	357	357	353	325	213	133	117	105	93	81
20	357	357	357	353	277	253	153	117	105	93	81	
24	325	309	305	285	253	213	117	109	97	85	81	
28	273	265	253	237	217	153	109	97	89	81	81	
32	233	229	217	197	177	121	105	93	85	81	81	
36	201	197	189	177	153	117	105	89	85	81	81	
40	177	173	169	157	141	105	105	85	85	81	81	
44	173	161	157	145	129	105	101	85	81	77		
48	169	133	133	129	117	105	93	81	81	77		
52	117	117	117	117	109	105	85	81	81	77		
56	97	97	97	97	97	85	69	69				

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

52 LOCKHEED ELECTRA

HEIGHT (INCHES)	PACKAGE LENGTHS (INCHES): 5	10	15	20	22	23	24	25	26	27	28	31	34	37	40	43	51
27	161	161	161	161	144	133	129	122	116	110	105	93	82	73	68	63	44
26	161	161	161	161	161	160	150	140	136	128	119	104	92	82	74	67	46
24	159	159	159	159	159	159	159	159	159	159	152	134	114	102	89	79	50
22	161	161	161	161	161	161	161	161	161	161	161	134	112	100	92	51	
20	162	162	162	162	162	162	162	162	162	162	162	140	123	110	99	61	
18	163	163	163	163	163	163	163	163	163	163	163	152	133	119	106	69	
16	164	164	164	164	164	164	164	164	164	164	151	136	122	109	100	72	
14	165	165	165	165	165	165	165	165	165	162	144	131	117	107	99	75	
12	165	165	165	165	165	165	165	165	165	164	156	139	126	116	106	98	77
10	169	169	169	169	169	169	168	165	162	155	148	138	125	114	103	98	80
5	169	169	169	169	169	168	165	162	155	148	138	125	114	103	98	80	

54 FAIRCHILD F-27
(Use DC-3 Chart)

53B DOUGLAS DC-8
Applicable to EA and NW Only

WIDTH (IN INCHES)	HEIGHT (IN INCHES): 6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	30
3	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283
6	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283
9	283	270	258	258	246	246	246	246	236	236	229	224	222	220	217	215	209
12	283	258	240	220	214	208	202	198	192	188	186	183	181	179	177	175	170
15	283	258	220	175	171	168	168	168	159	159	154	154	154	149	148	147	145
18	283	246	202	168	164	161	157	154	151	149	146	144	142	140	138	136	132
21	283	236	188	159	154	150	149	142	139	136	133	130	128	126	124	122	116
24	283	222	181	154	148	144	142	136	132	128	124	121	118	115	112	108	101
27	283	215	175	147	136	136	136	122	122	122	108	108	108	96	94	92	90
30	283	209	170	145	132	132	132	116	116	116	101	101	101	90	90	90	79
33	218	164	128	107	91	86	81	80	79	78	78	77	76	76	75	74	70
36	195	136	95	79	75	72	70	70	70	70	70	69	68	68	66	65	60

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted.
Ⓔ-Air Express only.
Explanation of numerical notes follows charts.

	AA	AL	BL	BN	CO	CN	CPA(4)	DL	EA	FL
Animals, live	AC(2-6)	A(2)	N	AC(2-6)	A(2-23-25)	N	A(2-32)	AC(2-6)	AC(2)	A(2-20)
EXCEPTIONS										
Alligators	AC(2-6)	N	N	AC(2-6)	N	N	N	AC(2-6)	AC(2-6)	N
Alligators, baby	AC(2-6)	N	N	AC(2-6)	N	N	N	A(2)	AC(2)	N
Animals, in excess of 200 lbs	AC(6-49)	N	N	AC(6-49)	N	N	A(2-32)	AC(2-6)	AC(2)	N
Apes	AC(6-49)	N	N	AC(6-49)	N	N	N	AC(2-6)	AC(2)	N
Bears, cub	AC(49)	N	N	AC(6-49)	A(2-23-25)	N	N	AC(2-6)	AC(2)	N
Bears, grown	AC(6-49)	N	N	AC(6-4-49)	N	N	N	AC(2-6)	AC(2)	N
Bees	A(2)	A(2)	N	AC(2)	A(2-23-25)	N	A(10-32)	A(2)	A(2)	A(2-20)
Birds	AC(2)	N	N	AC(2)	A(2-23-25)	N	A(32)	AC(2)	AC(2)	A(2-20)
EXCEPTIONS										
Birds, small	AC(2)	N	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Canaries	AC(2)	N	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Parakeets	AC(2)	N	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Parrots	AC(2)	N	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Cats	A(2)	N	N	AC(2)	A(7)	N	A(2-32)	AC(2)	AC(2)	N
Chimpanzees	AC(6-49)	N	N	AC(6-49)	N	N	N	AC(2-6)	AC(2)	N
Chinchillas	A(2)	N	N	N	42	N	A(2-32)	AC(2)	AC(2)	Ⓔ●
Dogs	A(2)	N	N	AC(2)	A(7)	N	A(2-32)	AC(2)	AC(2)	N
Elephants	AC(6-49)	N	N	N	N	N	N	AC(2-6)	AC(2)	N
Fish	A(2)	A(2-9)	A(2-9)	A(2)	A(2-23-25-27)	N	A(2-9-32)	A(2)	A(2-9)	A(2-9-20)
EXCEPTIONS										
Clams	A(2)	A(2-9)	A(9)	A(2)	A(2-23-25-27)	N	A(2-9-32)	A(2)	A(2)	A(2-9-20)
Goldfish	A(2)	A(2-9)	A(9)	A(2)	N	N	A(50-32)	A(2)	A(2-50)	A(2-9-20)
Lobsters	A(50a)	A(2-9)	A(50a)	A(50a)	A(23-25-50a)	N	A(50a-32)	A(50a)	A(2-50a)	A(20-50a)
Shellfish	A(2)	A(2-9)	A(9)	A(2)	A(2-23-25)	N	A(2-9-32)	A(2)	A(2-9)	A(2-9-20)
Tropical Fish	A(50)	A(2-9)	N	A(50)	A(23-25-50)	A(16a)	A(50-32)	A(50)	A(2-50)	A(50)
Foxes	AC(2)	A(2-9)	N	AC(2)	A(2-23-25)	N	N	AC(2)	AC(2)	N
Guinea Pigs	A(2)	N	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Hamsters	A(2)	N	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Hippopotamus	AC(6-49)	N	N	AC(6-49)	N	N	N	AC(2-6)	AC(2-16)	N
Horses, race	N	N	N	N	N	N	N	N	AC(2-16)	N
Insects	A(2)	N	A(2)	A(2)	A(2-23-25)	N	A(2-32)	A(2)	AC(2)	A(2-20)
Lions, cub	AC(49)	N	N	AC(49)	A(2-23-25)	N	N	AC(2-6)	AC(2-16)	N
Lions, grown	AC(6-49)	N	N	AC(6-49)	N	N	N	AC(2-6)	AC(2-16)	N
Livestock	AC(2-6)	N	N	AC(2-6)	N	N	N	AC(2-6)	AC(2-16)	N
EXCEPTIONS										
Calves	AC(6-49)	N	N	N	N	N	N	AC(2-6)	AC(2-16)	N
Cattle, grown	N	N	N	N	N	N	N	N	AC(2-16)	N
Cattle, uncrated	N	N	N	N	N	N	N	N	AC(2-16)	N
Goats	AC(6-49)	N	N	AC(6-49)	N	N	N	AC(2-6)	AC(2)	N
Horses, draft	N	N	N	N	N	N	N	N	AC(16)	N
Sheep	AC(6-49)	N	N	AC(6-49)	N	N	N	AC(2-6)	AC(2-16)	N
Swine	AC(6-49)	N	N	AC(6-49)	N	N	N	AC(2-6)	AC(2-16)	N
Mink	A(2)	N	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Monkeys	AC(2)	N	N	AC(2)	A(2-23-25)	N	N	AC(2)	AC(2)	N
Orangoutangs	AC(2)	N	N	AC(2)	N	N	N	AC(2-6)	AC(2)	N
Pets, small	A(2)	N	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Poultry	AC(2)	N	N	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	AC(2)	N
EXCEPTIONS										
Chicks	A(2-4-8-16-18)	N	N	AC(2-4-8-16-18)	A(2-23-25)	N	A(8-32)	AC(2)	AC(2-8-16-18)	A(8-20)
Ducklings	A(2-4-8-16-18)	N	N	AC(2-16-18)	A(2-23-25)	N	A(8-32)	AC(2)	AC(2-8-16-18)	A(8-20)
Goslings	A(2-4-8-16-18)	N	N	AC(2-16-18)	A(2-23-25)	N	A(8-32)	AC(2)	AC(2-8-16-18)	A(8-20)
Poultry, baby	A(2-4-8-16-18)	N	N	AC(2-16-18)	A(2-23-25)	N	A(8-32)	AC(2)	AC(2-8-16-18)	A(8-20)
Poults (except turkey)	A(2-4-8-16-18)	N	N	AC(2-16-18)	A(2-23-25)	N	A(8-32)	AC(2)	AC(2-8-16-18)	N
Poults, turkey	A(2-4-8-16-18)	N	N	AC(2-16-18)	A(2-23-25)	N	A(8-32)	AC(2)	AC(2-8-16-18)	A(8-20)
Rabbits	A(2)	N	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Reptiles	A(2-11)	N	N	AC(2-11)	N	N	N	AC(2-6)	AC(2)	N
EXCEPTIONS										
Reptiles, small	AC(2)	N	A(2)	AC(2)	N	N	A(2-32)	A(2-6)	AC(2)	N
Rodents	AC(2)	N	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
EXCEPTIONS										
Coypu (Nutria)	A(2-48)	N	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Mice	A(2-49a)	N	N	AC(2-49a)	A(2-23-25)	N	A(2-32)	AC(2)	A(2)	N
Rats	A(2-49a)	N	N	AC(2-49a)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Skunks, pet	A(2)	N	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Snakes, non-poisonous and harmless	AC(2)	N	A(2)	AC(2)	N	N	A(2-32)	AC(2-6)	AC(2)	N
Tigers, cub	AC(49)	N	N	AC(49)	A(2-23-25)	N	N	AC(2-6)	AC(2)	N
Tigers, grown	AC(6-49)	N	N	AC(6-49)	N	N	N	AC(2-6)	AC(2)	N
Wolves	AC(49)	N	N	AC(49)	N	N	N	AC(2-6)	AC(2)	N
Worms	A(2)	A(2)	A(2)	A(2)	A(2-23-25)	N	A(2-32)	A(2)	A(9)	A(2-20)

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted.
Ⓔ-Air Express only.
Explanation of numerical notes follow charts.

	FT	LX(E)	LC	MO	NA	NE	NO	NW	NY	CZ
Animals, live	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	Ⓔ	AC(2-16)	A(2-6)	A(2)
EXCEPTIONS										
Alligators	A(3)	A(2)	N	N	AC(2)	A(3-31)	N	AC(2-16)	A(2)	N
Alligators, baby	A(3)	A(2)	N	N	AC(2)	A(3-31)	N	AC(2)	A(2)	N
Animals, in excess of 200 lbs	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Apes	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Bears, cub	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Bears, grown	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Bees	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	Ⓔ	A(2-10-23-26)	A(2)	A(10)
Birds	A(3)	A(2)	A(2-4)	N	A(2)	A(3)	Ⓔ	AC(2)	A(2)	A(2)
EXCEPTIONS										
Birds, small	A(3)	A(2)	A(2-4)	N	Ⓔ	A(3-31)	N	AC(2)	A(2)	A(2)
Canaries	A(3)	A(2)	A(2-4)	N	Ⓔ	A(3-31)	Ⓔ	AC(2)	A(2)	A(2)
Parakeets	A(3)	A	A(2-4)	N	Ⓔ	A(3-31)	Ⓔ	AC(2)	A	A(2)
Parrots	A(3)	A(2)	A(2-4)	N	Ⓔ	A(3-31)	Ⓔ	AC(2)	A(2)	A(2)
Cats	A(3)	A(2)	A(2-4)	N	A(7)	A(3-31)	Ⓔ	A(2-4-23-26)	A(2)	A(2)
Chimpanzees	A(3)	A(2-6)	N	N	AC(2)	A(3-31)	N	AC(2-16)	A(2-6)	N
Chinchillas	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	Ⓔ	AC(2)	A(2)	A(2)
Dogs	A(3)	A(2-6)	A(2-4)	N	A(7)	A(3-31)	A(2)	A(2-23-26)	A(2-6)	A(2)
Elephants	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Fish	A(3)	A(2)	A(2-4-9)	N	A(2-9)	A(3-9)	Ⓔ	A(2-9-23-26)	A(2)	A(2-9)
EXCEPTIONS										
Clams	A(3)	A	A(9)	A(2)	A(2-9)	A(3)	Ⓚ	A(50)	A	A(9)
Goldfish	A(3)	A(2-9)	A(2-4-9)	N	A(2-9)	A(3)	Ⓚ	A(50)	A(2-9)	A(2-9)
Lobsters	A(50a)	A(50a)	A(50a)	A(50a)	A(50a)	A(3-50a)	Ⓔ	A(50a)	A(50a)	A(50a)
Shellfish	A(3)	A(2)	A(9)	N	A(2-9)	A(3)	Ⓔ	A(50a)	A(2)	A(9)
Tropical Fish	A(3)	A(50)	N	N	A(50)	A(3-50)	A(50)	A(50-23-26)	A(50)	A(50)
Foxes	A(3)	A(2-6)	N	N	A(29-7)	A(3-31)	N	AC(2-16)	A(2-6)	N
Guinea Pigs	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	Ⓔ	A(4-23-26)	A(2)	A(2)
Hamsters	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	Ⓔ	A(4-23-26)	A(2)	A(2)
Hippopotamus	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Horses, race	A(3)	N	N	N	AC(2)	N	N	AC(2-16)	N	N
Insects	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	Ⓔ	AC(2)	A(2)	A(4)
Lions, cub	A(3)	A(2-6)	N	N	A(7)	N	N	AC(2-16)	A(2-6)	N
Lions, grown	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Livestock	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
EXCEPTIONS										
Calves	A(3)	A(2)	N	N	AC(2)	N	N	AC(2-16)	A(2)	N
Cattle, grown	A(3)	N	N	N	AC(2)	N	N	AC(2-16)	N	N
Cattle, uncrated	A(3)	N	N	N	AC(2)	N	N	N	N	N
Goats	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	A(2)
Horses, draft	A(3)	N	N	N	AC(2)	N	N	AC(2-16)	N	N
Sheep	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Swine	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Mink	A(3)	A(2)	N	N	A(7)	A(3-31)	N	A(2-23-26)	A(2)	A(2)
Monkeys	A(3)	A(2-6)	N	N	AC(2)	A(3-31)	N	N	A(2-6)	N
Orangoutangs	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Pets, small	A(3)	A(2)	A(2-4)	N	A(7)	A(3-31)	Ⓔ	A(2-4-23-26)	A(2)	A(2)
Poultry	A(3-18)	A(2)	A(2-4)	N	AC(2)	A(3)	Ⓔ	A(4-23-26)	A(2)	N
EXCEPTIONS										
Chicks	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	Ⓔ	A(4-23-26)	A(2)	N
Ducklings	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	Ⓔ	A(4-23-26)	A(2)	N
Goslings	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	Ⓔ	A(2-4-23-26)	A(2)	N
Poultry, baby	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	Ⓔ	A(2-4-23-26)	A(2)	N
Poults (except turkey)	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	Ⓔ	A(2-4-23-26)	A(2)	N
Poults, turkey	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	Ⓔ	A(2-4-23-26)	A(2)	N
Rabbits	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	Ⓔ	A(2-4-23-26)	A(2)	A(2)
Reptiles	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	N	A(2-4-23-26)	A(2-6)	A(2)
EXCEPTIONS										
Reptiles, small	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	N	AC(2)	A(2-6)	A(2)
Rodents	A(3)	A(2-6)	A(2)	N	A(2)	A(3-31)	N	A(2-4-23-26)	A(2-6)	A(2)
EXCEPTIONS										
Coypu (Nutria)	A(3)	A(2-6)	A(2)	N	A(2)	A(3-31)	N	A(2-4-23-26)	A(2-6)	A(2)
Mice	A(3)	A(2)	A(2)	N	AC(2)	A(3-31)	N	A(2-4-23-26)	A(2)	A(2)
Rats	A(3)	A(2)	A(2)	N	AC(2)	A(3-31)	N	A(2-4-23-26)	A(2)	A(2)
Skunks, pet	A(3)	A(2)	N	N	A(7)	A(3-31)	N	A(2-4-23-26)	A(2)	N
Snakes, non-poisonous and harmless	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	Ⓔ	AC(2)	A(2-6)	N
Tigers, cub	A(3)	A(2-6)	N	N	A(7)	N	N	AC(2-16)	A(2-6)	N
Tigers, grown	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Wolves	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Worms	A(3)	A(2-6)	A(2-4)	A(2)	AC(2)	A(3-21)	Ⓔ	AC(2)	A(2-6)	A(2)

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted.
Ⓔ-Air Express only.
Explanation of numerical notes follows charts.

	PC	PI	RD	SO	TC	TRC	TT	TW	UA	WA	WC
Animals, live	A(2-30)	A(2)	AC(3)	N	A(2-28)	A(3-4)	Ⓔ	AC(2)	AC(2)	N	N
EXCEPTIONS											
Alligators	A(2-30)	N	A(3)	N	N	A(3-4)	N	AC(2)	A(2-11-23-27)	N	N
Alligators, baby	A(2-30)	N	A(3)	N	N	A(3-4)	N	AC(2)	A(2-11-23-27)	N	N
Animals, in excess of 200 lbs	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Apes	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bears, cub	A(2-30)	A(2)	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Bears, grown	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bees	A(2-30)	A(2)	A(3)	N	A(10-28)	A(3-4)	Ⓔ	AC(2)	AC(10)	N	N
Birds	A(2-30)	A(2)	A(3)	N	A(28)	A(3-4)	Ⓔ	AC(2)	AC(2-42a-42c)	N	A(2)
EXCEPTIONS											
Birds, small	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	Ⓔ	AC(2)	AC(2-42a-42c)	A(2-20)	A(2)
Canaries	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	Ⓔ	AC(2)	A(2-23-27)	A(2-20)	N
Parakeets	A(2-30)	A	A(3)	N	A(2-28)	A(3-4)	A	AC	AC(2-42a-53)	A	A(2)
Parrots	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2)	A(2-20)	N
Cats	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	Ⓔ	AC(2-42-42B)	A(2-7-23-24)	A(2-4)	A(2)
Chimpanzees	A(2-30)	N	A(3)	N	AC(2)	A(3-4)	Ⓔ	AC(2-42-42b)	AC(2-6)	N	N
Chinchillas	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	Ⓔ	A(23-27)	A(2)	A(2)
Dogs	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	Ⓔ	AC(2-42-42B)	A(2-7-23-24)	A(2-4)	A(2)
Elephants	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Fish	A(2-30)	A(2-9)	A(3)	A(2-9)	A(2-9-28)	A(3-4-9)	N	A(9)	AC(2-42a-42c)	N	A(9-2)
EXCEPTIONS											
Clams	A(2-30)	A(2-9)	A(3)	A(9)	A(2-9-28)	A(3-4-9)	N	A(2)	A(2-9)	A(2)	A(9)
Goldfish	A(2-30)	A(2-9)	A(3)	A(2-50)	A(50-28)	A(3-4-9)	Ⓔ	A(50)	A(50-23-27)	A(9)	N
Lobsters	A(50a-30)	A(50a)	A(50a)	A(50a)	A(50a-28)	A(3-4-50a)	Ⓔ	A(50a)	A(50a)	A(50a)	A(50a)
Shellfish	A(2-30)	A(2-9)	A(3)	A(9)	A(2-9-28)	A(3-4-9)	Ⓔ	A(50a)	A(2-9)	A(9)	A(2-9)
Tropical Fish	A(30-50a)	A(50)	A(50)	A(2-50)	A(50-28)	A(3-4-50)	Ⓔ	A(50)	A(50-23-27-33a)	A(50)	N
Foxes	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	N	N
Guinea Pigs	A(2-30)	A(2)	A(3)	A(2)	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42c)	A(2-20)	N
Hamsters	A(2-30)	A	A(3)	A(2)	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42c)	A(2-20)	A(2)
Hippopotamus	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Horses, race	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Insects	A(2-30)	A(2)	A(3)	N	A(2-17)	A(3-4)	N	AC(2)	A(2)	A(2)	A(2)
Lions, cub	A(2-30)	A(2)	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Lions, grown	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Livestock	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2)	N	N
EXCEPTIONS											
Calves	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Cattle, grown	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Cattle, uncrated	N	N	N	N	N	N	N	N	N	N	N
Goats	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Horses, draft	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Sheep	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Swine	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Mink	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2)	A(2-20)	N
Monkeys	A(2-30)	N	A(3)	N	AC(2)	A(3-4)	N	AC(2-42-42B)	AC(2-6)	A(2-20)	N
Orangoutangs	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Pets, small	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	Ⓔ	AC(2-42-42B)	AC(2-42c)	A(2-20)	A(2)
Poultry	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	Ⓔ	AC(2)	AC(2-42a-33a)	N	N
EXCEPTIONS											
Chicks	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	Ⓔ	AC(2-42-42B)	A(2-8-23-27-33a)	A(2-20-8)	A(8)
Ducklings	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	Ⓔ	AC(2)	A(2-8-23-27-33a)	A(2-20)	N
Goslings	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	Ⓔ	AC(2)	AC(2-42a)	A(2-20)	N
Poultry, baby	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	Ⓔ	AC(2-42-42B)	A(2-8-23-27-33a)	A(2-20)	N
Poults (except turkey)	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	Ⓔ	AC(2)	A(2-8-23-27-33a)	A(2-20)	A(8)
Poults, turkey	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	Ⓔ	AC(2-42-42B)	A(2-8-23-27-33a)	A(2-20)	A(8)
Rabbits	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42c)	A(2-20)	N
Reptiles	A(2-30)	A(2)	A(3)	N	N	A(3-4)	N	N	N	N	N
EXCEPTIONS											
Reptiles, small	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-11-23)	N	A(2)
Rodents	N	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2)	N	A(2)
EXCEPTIONS											
Copyu (Nutria)	N	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	A(2-23-27-48)	A(2-20)	A(2)
Mice	N	A(2)	A(3)	N	A(2-28)	A(3-4)	Ⓔ	AC(2)	AC(2-42a-42c)	A(2-20)	A(2)
Rats	N	A(2)	A(3)	N	A(2-28)	A(3-4)	Ⓔ	AC(2)	AC(2-42a-42c)	A(2-20)	N
Skunks, pet	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42c)	N	A(2)
Snakes, non-poisonous and harmless	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-23-27)	N	A(2)
Tigers, cub	A(2-30)	A(2)	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Tigers, grown	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Wolves	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Worms	A(2-30)	A(2)	A(3)	A(2)	A(2-38)	A(3-4)	Ⓔ	AC(2)	A(15)	A(2-20)	A(2)

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF UNUSUAL SHIPMENTS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted
Ⓔ-Air Express only.
Explanation on numerical notes follows charts.

	AA	AL	BL	BN	CO	CN	DL	EA	FL	FT	LXⒺ	LC	MO	NA
Alcoholic Beverages . .	A(13)	A	A	A(12)	N	N	A	A(12)	N	A	A	A	N	A(12)
Automobiles, uncrated .	AC(16)	N	N	AC	N	N	AC	AC	N	A	N	N	N	AC
Eggs, raw poultry . . .	A	A	A	A(2)	A	A	A	A	A	A	A(2)	A	N	A
Etiologic Agents . . .	A	A	A	A	A	A	A	A	N	A	A	A	A	N
Fabrics, in rolls . . .	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51a)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51)
Flowers, in boxes:														
Not over 36" in length	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Not over 44" in length	A	A	A	A	A	A	A(21)	A	A	A	A	A	A	A(29)
Not over 48" in length	A	A	N	A	A	A	A(21)	A	A	A	A	N	N	A(29)
Not over 60" in length	A	A	N	A	A(21)	N	AC	A(20-30)	A	A	A	N	N	AC
over 60" in length .	A	N	N	AC	A(21)	N	AC	A(20-30)	A	A	A	N	N	AC
Foods, perishable . . .	A	A	A	A	A	A	A	A	A	A	A	A	N	A
Fruit: fresh	A	A	A	A	A	A	A	A	A	A	A	A	N	A
Frozen	A	A	A	A	A	A	A	A	A	A	A	A	N	A
Berries	A	A	A	A	A	A	A	A	A	A	A	A	N	A
Garments:														
Not boxed or crated .	N	N	N	N	N	N	N	N	N	A	A	N	N	AC
On hangers or racks .	N	N	N	AC	N	N	AC	N	N	A	A	N	N	AC
Glass, thermo-pane . .	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, other than cremated	A(4-5-16)	A(4-5)	N	A(4-5)	A(4-5)	N	AC(5)	AC(5)	A(4-5-20)	A	A(5)	A(4-14)	N	A(4-5)
Human remains, Infant .	A(4-5)	A(4-5)	A(4)	A(4-5)	A(4-5)	N	A(5)	A(5)	A(4-5-20)	A	A(5)	A(4-14)	N	A(4-5)
Liquids in Cans	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)
Machinery, greased or oiled, without packing	N	N	N	AC	N	N	AC	AC	N	A	A	N	N	N
Meat: fresh	A(2)	A(2)	A	A	A	A	A	A(2)	A	A	A	A	N	A
Frozen	A(2)	A(2)	A	A	A	A	A	A(2)	A	A	A	A	N	A
Milk, fresh	A	A(19)	A(19)	A	A	A	A	A	A	A	A	A(9)	N	A
Perishables not in leak-proof containers where time is principal factor in shipment . . .	A	N	N	A	A	N	A	A	A	A	A	N	N	A
Quartz lamps	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/ or porcelain	A	N	N	A	A	A	A	A	A	A	N	A	A	A
Vegetables: fresh . .	A	A	A	A	A	A	A	A	A	A	A	A	N	A
Frozen	*A	A	A	A	A	A	A	A	A	A	A	A	N	A

	NE	NO	NW	NY	OZ	PC	PI	RD	SO	TC	TRC	TT	TW	UA	WA	WC
Alcoholic beverages . .	A(12)	Ⓔ	A	A	A	A	N	A	N	A	A(12)	N	N	A(46)	A	N
Automobiles, uncrated .	N	N	N	N	N	N	N	A	N	AC	N	N	AC	AC	N	N
Eggs, raw poultry . . .	A	A	A(23-26)	A(2)	A	A	N	A	N	A(17)	A	N	A	A	A(2)	A
Etiologic Agents. . . .	A	N	N	A	A	N	N	A	A	A	A	N	A	A	A	A
Fabrics in rolls. . . .	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51a)	A(51a)	A(51a)	A(49a)
Flowers, in boxes: . .	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Not over 36" in length	A	A	A	A	A	A	A	A	A	A(43)	A	A	A	A	A	A
Not over 44" in length	A	A	A	A	A	A	N	A	A	A(43)	A	A	A(30)	A	A	A
Not over 48" in length	A	A(21)	A	A	N	A	N	A	N	A(43)	A	A	A(30)	A	A	N
Not over 60" in length	A(21-31)	N	A	A	N	A	N	A	N	A(43)	A	A	AC	A	A	N
Over 60" in length. .	A(21-31)	N	A	A	N	A	N	A	N	A(43)	A	N	AC	A	A	N
Foods, perishable . . .	A	A	A(23-26)	A	A	A	N	A	A	A	A	A	A	A	A	A
Fruit, fresh	A	A	A(23-26)	A	A	A	N	A	A	A(17)	A	A	A	A	A(9)	A
Frozen	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A(9)	A
Berries	A	A	A(23-26)	A	A	A	N	A	A	A	A	A	A	A	A(9)	A
Garments:																
Not boxed or crated .	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
On hangers or racks .	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
Glass, thermo-pane . .	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, other than cremated	A(14)	N	AC(4-42A)	A(5)	N	N	N	A	N	AC	A(4-5)	N	A(5)	A(5-14-42c)	N	N
Human remains, Infant .	A(14)	A(4-5)	A(23-26)	A(5)	A(4-5)		A(4-5)				A(4-5)	Ⓔ			N	
Liquids in Cans	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)
Machinery, greased or oiled, without packaging	N	N	N	A	N	N	N	A	N	N	N	N	N	N	N	N
Meat: fresh	A	A(2)	A(23-26)	A	A(2)	A	N	A	N	A(17)	A	A	A	A	A(9)	A
Frozen	A	A(2)	A	A	A(2)	A	N	A	N	A	A	A	A	A	A(9)	A
Milk, fresh	A	A(9)	A(23-26)	A	A	N	N	A	N	A(17)	A(9)	A	A	N	N	A(16)
Perishables not in leak-proof containers where time is principal factor in shipment . . .	A	N	N	A	N	A	N	A	N	N	A	A	A	A	N	N
Quartz lamps	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/ or porcelain	A	N	A	A	N	A	N	A	N	A	A	A	A	A	N	N
Vegetables: fresh . . .	A	A	A(23-26)	A	A	A	N	A	A	A(17)	A	A	A	A	A(9)	A(9)
Frozen	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A(9)	A(9)

SUMMARY OF CARRIERS' TERMS OF ACCEPTANCE OF LIVE ANIMALS AND UNUSUAL SHIPMENTS

EXPLANATION OF NUMERICAL REFERENCES

1. Accepted only when the shipper provides and installs sufficient breather units to prevent breakage due to altitude.
2. Accepted only when inoffensive, require no attention in transit and securely and adequately crated.
3. Accepted only when inoffensive, securely and adequately crated; reqire no unreasonable attention in transit or at destination prior to delivery, provided that when attention is required a letter of instructions from the shipper must be furnished and securely attached to the shipping container, giving full and detailed, but reasonable instructions as to watering, feeding, exercising, etc. desired, except that no wild or vicious animal of any kind will be accepted with instructions to water, feed, exercise or remove from container in transit or at destination. When feeding or watering is requested, the container must be equipped with suitable non-spillable water container, sufficient feed and utensils therefor.
4. Advance arrangements required for combination aircraft.
5. Must be placed in caskets or cases that will prevent the escape of offensive odors; a certificate of a physician or health officer stating the cause of death must be attached to the Airbill and duplicate pasted on the top of case; must be secured in casket to prevent shifting.
6. Maximum gross weight of 300 pounds for each crate and animal(s).
   AA: Maximum gross weight 1,000 pounds.
7. Accepted on combination aircraft only when in kennels which meet the following minimum kennel specifications:
   1. Must be constructed of wood,metal or composition material of similar strength.
   2. Must be so fabricated as to prevent escape of animal in normal handling. Doors must be equipped with positive locks such as hasp with harness snap.
   3. Must be sufficient size to permit animal to stand, sit and lie down.
   4. Kennel must be provided with adequate ventilation.
   5. Shipper must tender kennel with animal enclosed and locked.
   6. Shipper must provide adequate bedding material such as shredded paper.
   7. Floor of kennel must provide a means of retaining liquids and solids within the kennel during normal handling. This may be in the form of a permanent or disposable insert, the full size of the floor extending upwards 1 inch or more on all four sides.

   CO: will not be accepted on DC-6B or DC-7B aircraft; large kennels will be accepted on Boeing 707 by advance arrangements.
   NA: will not accept large kennels on DC-7 or DC-7B aircraft; will not accept large or small kennels on Lodestar or Lockheed L-1049H aircraft; will not accept any kennels on Convair aircraft from May 1 through September 30 except will be carried from a scheduled stop to the next scheduled stop only.
8. Baby poultry, such as chicks, ducklings and poults are acceptable provided that not more than 72 hours shall elapse between hatching and arrival at destination and that no food nor water has been consumed prior to shipping. For onward carriage via government mail, baby poultry must be less than 24 hours old at the time of transfer to the post office.
9. Must be enclosed in leak-proof, odor-proof, splash-proof containers provided with sufficient material such as sawdust to absorb and hold all water or other fluids.
10. Only shipments consisting of queen bees and their attendant bees are acceptable.
11. Reptiles (other than snakes) will be accepted only as follows: baby alligators not exceeding 20 inches in length, baby terrapins or turtles not exceeding 2-1/2 inches in length, bloodworms, chameleons, earthworms, frogs, hellgrammites, horned toads, hydras, leeches, lizards, meal worms, newts, planaria, salamanders and tadpoles.
    AA/BN: will not accept snakes, lizards, newts, and salamanders.
12. Accepted only from to or within those states which do not require the carrier to have a special permit, license or bond.
13. Accepted only when consigned to Embassies or Diplomatic Representatives of foreign countries located in Washington, D. C.
14. Only human remain shipments where the over-all dimension of the outside container does not exceed 20 inches by 24 inches by 44 inches will be accepted on passenger aircraft. (UAL: 17 inches by 24 inches by 80 inches); (PI: 42L by 28"W).
15. Must be shipped in a leak-proof,moisture-proof (not fibreboard) inner container. The contents must be identified on the outside of the container.
16. Advance arrangements required on cargo aircraft.
17. Not accepted on Lockheed Super Constellation equipment from October 1, to April 30.
18. Accepted only if packed in accordance with the following specifications: Each container must have attached to the bottom 1 inch by 1 inch slats to allow sufficient circulation of air in and around containers.
19. Not accepted as airfreight or air express on combination aircraft. (Accepted as accompanied baggage only - Maximum: two birds per passenger).

EQUIPMENT SECTION

20. Not accepted on Convair aircraft.
21. Not accepted on DC-3 aircraft.
22. Not accepted on DC-4 aircraft.
23. Not accepted on DC-6B aircraft. Exception: NW will accept tropical fish on DC-6B aircraft between terminals MIA-TPA on one hand and terminals MDW-MSP on the other.
24. Not accepted on DC-7 air tourist equipment.
25. Not accepted on DC-7B aircraft.
26. Not accepted on DC-7C aircraft.
27. Not accepted on DC-7 aircraft.
28. Not accepted on Super Constellation aircraft.
29. Not accepted on Lodestar aircraft.
30. Not accepted on Martin aircraft.
31. Not accepted on Viscount aircraft.
32. Not accepted on Britannia aircraft.
33. Not accepted on B-707 aircraft.
33a. Not accepted on Boeing 720 aircraft
34. Not accepted on F-27A aircraft.
40. Accepted on Speedpak equipment only.
41.

42. Accepted on B-707 aircraft.
42a. Accepted on DC-8 aircraft.
42b. Accepted on Convair 880 aircraft.
42c. Accepted on Boeing 720 aircraft, subject only to size restrictions shown on Chart 50-C.
43. Flowers can be accepted in boxes up to the following lengths:
    DC-3 aircraft - up to 60 inches
    Viscount aircraft - up to 96 inches
    North Star aircraft - up to 47 inches
46. Not accepted for carriage to points in Maryland, Massachusetts, New Jersey, Ohio.
47. Accepted on all equipment but only between the terminals New York and Bermuda, New York and Mexico City, New York and San Juan, Miami and San Juan and New Orleans and Mexico City.
48. Nutria must be shipped in galvanized metal containers with watertight bottoms. The bottoms may be removed and the sides and top may be made of one-half inch mesh.
49. Accepted only when no attention required in transit and securely and adequately crated so no part of animal can protrude. Floor of container must be covered with leak-proof liner extending 8 inches up sides and ends, and covered with adequate absorbent material.
49a. If shipped in fibreboard container, interior must be completely lined with screen wire. Edges of screen wire must be joined securely and liner must be fastened to inside of container with staples.

RECOMMENDED PACKAGING SECTION

50. **RECOMMENDED:** fish be contained in a polyethylene bag with a minimum thickness of 0.003 of an inch tied and/or sealed securely enough to prevent leakage. The bag to be contained with a double-walled, corrugated carton with a cap-type cover, insulated within a seamless double-walled, corrugated inner line sufficiently waxed so as to contain any moisture resulting from condensation. The lined inner carton to be contained within a double-walled corrugated outer carton and securely sealed. Do not drop. Do not stack against or load with pointed or shart object. Mark "HANDLE WITH CARE", "KEEP FROM FREEZING", "THIS SIDE UP" and indicate contents.
50a. **RECOMMENDED:** packaging shall be a basic outer case of double faced corrugated board, lined on all sides and top and bottom with adequate recognised insulation material; an inner carton of double faced corrugated board with inner face treated to provide a moisture proof barrier; pads of absorbent paper to be laid on the bottom of inner carton (for control of free liquid). Lobsters to be packed in alternate layers of seaweed together with a refrigerant (other than free or sea water ice) in puncture-proof containers with a supplementary source of moisture (wet paper pads or burlap placed on top). All flap edges to be tape sealed.
51. **RECOMMENDED:** rolls be completely wrapped not less than twice and ends protected by at least two thicknesses of single-faced corrugated paper having a basic weight (of facing) not less than fifty (50) pounds. The complete roll to be wrapped not less than twice with Kraft paper having a basis weight of not less than seventy-five (75) pounds. Do not roll or drag on end. Glue or tape shipping documents - do not use staples.
51a. **RECOMMENDED:** rolls be (1) completely wrapped in two thicknesses of heavy fibre-board; or (2) completely wrapped with single-faced corrugated paper having a basis weight (of facing) not less than fifty (50) pounds. In either case,ends of the rolls should be protected by fibreboard not less than .100 of an inch in thickness, and completely wrapped in Kraft paper having a basis weight of not less than seventy-five (75) pounds. Do not roll or drag on end. Glue or tape shipping documents - do not use staples.
52. **RECOMMENDED:** the container be securely closed and of such construction as to prevent leakage of the contents caused by changes of temperature, humidity and altitude during transportation. Friction seals shall be secured by some means such as solder, filament tape or mechanically, so as to prevent any seepage through the seal under at least 15 pounds per square inch internal gauge pressure, shipment must be labelled "LIQUID,THIS SIDE UP".
53 **RECOMMENDED:** parakeets being forwarded in quantities exceeding five (5) birds per container be shipped in trapesoid shaped containers constructed of sturdy ventilated wood or wooden slats and wire mesh. The wire mesh should be used exclusively on the forward and top inclined surfaces of the container to assure adequate ventilation.

ALL CARGO FLIGHT SCHEDULES

The following all-cargo schedules are presented for the convenience of those shippers who have special problems requiring use of all-cargo aircraft. Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIR-LINE GUIDE for combination schedules. (For Codes and Symbols, see Page G-45.)

AEROLINEAS ARGENTINAS (ARG)

692 ①③⑥	620 ②⑤⑦	C-47	521 ①③⑥	693 ①③⑥
	0630	Lv BUENOS AIRES. . . Ar	0205	
	0850	Ar BAHIA BLANCA. . . Lv	2355	
	0905	Lv BAHIA BLANCA. . . Ar	2340	
	1150	Ar TRELEW. Lv	2120	
	1205	Lv TRELEW. . . . . Ar	2105	
	1335	Ar COMODORO RIVADAVIA Lv	1945	
	1435	Lv COMODORO RIVADAVIA Ar	1930	
	1545	Ar PUERTO DESEADO. . Lv	1820	
	1600	Lv PUERTO DESEADO. . Ar	1805	
	1705	Ar SAN JULIAN. . . . Lv	1710	
	1725	Lv SAN JULIAN. . . . Ar	1650	
	1755	Ar SANTA CRUZ. . . . Lv	1620	
	1810	Lv SANTA CRUZ. . . . Ar	1605	
	1900	Ar RIO GALLEGOS. . . Lv	1515	
0900		Lv RIO GALLEGOS. . . Ar		1415
1010		Ar RIO GRANDE . . . Lv		1355
1025		Lv RIO GRANDE. . . . Ar		1350
1115		Ar USHUAIA Lv		1200

AEROVIAS VENEZOLANAS (AVENSA)

618 ③	581 #	583 #	C-46	584 #	582 #	617 ④
1200	0500	0530	Lv MAIQUETIA. . Ar	1015	0920	1515
		0630	Ar BARCELONA. . Lv			
		0645	Lv BARCELONA. . Ar			
		0705	Ar CUMANA . . . Lv			
		0720	Lv CUMANA . . . Ar			
		0740	Ar PORLAMAR . . Lv			
		0755	Lv PORLAMAR . . Ar			
		0815	Lv CARUPANO . . Ar	0830		
	0700		Ar MARACAIBO. . Lv		0720	
			KINGSTON . . Lv			1030
			KINGSTON . . Ar			1000
1830			Ar MIAMI. . . . Lv			0700

AIR FRANCE (AF)

2493 Prov. #Ex ①	750 DC-4 ②③④⑤	894 DC-4 ④	896 DC-4 #Ex ①④	050 1049H ③⑥		049 1049H ④	051 1049H ⑦	897 DC-4 #Ex ①④	895 DC-4 ④	751 DC-4 ②③④⑤	765 B-307 #Ex ⑥	2482 Prov #Ex ⑦
				0035	Lv NEW YORK . . . Ar	1230	1300					
				1735	Ar PARIS (ORLY) . Lv	0200	0230					
0100	1155	0250	0120		Lv PARIS (ORLY) . Ar			0700	0830	0100		1910
					PARIS (LeBourget						0015	
		0425	0255		Ar LONDON Lv			0525	0655			
					DUSSELDORF . . Lv						2230	
	1345				Ar FRANKFURT. . . Lv					2300		
	1540				Lv FRANKFURT. . . Ar					2135		
	1720				Ar BERLIN Lv					1950		
0600					Ar ORAN Lv							
0700					Lv ORAN . . . . . Ar							
0825					Ar ALGIERS. . . . Lv							1440

Prov - Breguet, Double Deck Provence Equipment

ALITALIA

901 ⑥	930 ③	950 ①	DC-7F	900 ⑥	931 ③	951 ②
1900			Lv NEW YORK (IDL). . . . Ar	1105		
f			Ar BOSTON. Lv			
1000			Ar SHANNON Lv	0250		
1100			Lv SHANNON . . . . . Ar	0150		
1450			Ar MILAN (Malpensa). . . Lv	2145		
1650			Lv MILAN (Malpensa). . . Ar	1945		
1820			Ar ROME. Lv	1810		
	0800	0420	Lv ROME. . . . . Ar		1600	1235
	1130		Ar TRIPOLI Lv		1420	
	f		Ar BENGHAZI. Lv			
		1420	Ar TEHERAN Lv			0700

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

AMERICAN AIRLINES (AA)

815 ⑥	6803 ①	803 #Ex ⑦①	801 #Ex ⑥⑦	807 #Ex ⑥⑦	805 #Ex ⑥⑦	6855 ①	855 ⑤	855 #Ex ⑤⑥⑦	825 #Ex ⑥⑦	DC-7BF	816 #Ex ⑤⑥⑦	810 #Ex ⑥⑦	802 #Ex ⑤⑥⑦	802 ⑤	824 #Ex ⑤⑥⑦	804 #Ex ⑤⑥⑦	806 #Ex ⑦①	818 ⑥	820 ⑥	814 ⑥	804 ⑤	824 ⑤
2145			2215		2335					Lv BOSTON. . . . . Ar	1151			1806	1547					2006		1547
			2303							Ar HARTFORD. . . .												
			0030							Lv HARTFORD. . . .												
										NEW YORK (IDL). Lv					1440							
		0030							2245	Lv NEW YORK (IDL). Ar		1150			1310		1926					1440
2255										Ar NEW YORK (EWR). Lv	1045			1700						1900		1310
0015				2330			2300	2300		Lv NEW YORK (EWR). Ar	0921		1537	1537		1740			1142	1741	1740	
										PHILADELPHIA. . Lv							1845					
										PHILADELPHIA. . Ar							1742					
										BALTIMORE . . . Lv							1705					
										BALTIMORE . . . Ar							1602					
										WASHINGTON. . . Lv			1430	1430								
										WASHINGTON. . . Ar			1314	1314								
				1250						Ar BUFFALO Lv						1620					1620	
				0205						Lv BUFFALO . . . . Ar						1516					1516	
				0303						Ar CLEVELAND . . . Lv						1420					1420	
				0440						Lv CLEVELAND . . . Ar						1055					1055	
		0214								Ar CINCINNATI. . . Lv							1320					
										Lv CINCINNATI. . . Ar							1215					
0129			0156				0014	0014		Ar DETROIT Lv	0620				1000					1440		1000
0250			0320				0135	0135		Lv DETROIT . . . . Ar	0504				0844					1324		0844
										NASHVILLE . . . Lv			0905	0905								
										NASHVILLE . . . Ar			0802	0802								
										MEMPHIS Lv			0705	0705								
										MEMPHIS . . . . Ar			0603	0603								
0400			0430		0203					Ar CHICAGO (MDW) . Lv	0400	0810			0740				0805	1220		0740
0530			0555		0325					Lv CHICAGO (MDW) . Ar	0240	0648			0625				0650	1103		0625
							0248	0248	0058	Ar CHICAGO (ORD) . Lv												
							0440	0440	0205	Lv CHICAGO (ORD) .												
										ST. LOUIS . . . Lv						0800					0800	
										ST. LOUIS . . . Ar						0655					0655	
0743		0535					0770	0700		Ar DALLAS. Lv		0245	0420	0420			0815			0700		
0905	0800	0800				0850		0850		Lv DALLAS. . . . . Ar		0118	0252	0252			0645	0322		0520		
						1005		1005		Ar SAN ANTONIO . . Lv		0010										
						1130		1130		Lv SAN ANTONIO . . Ar		2223										
						1410		1410		Ar MEXICO CITY . . Lv		1940										
1245	1140	1140	1020	0905	0750				0630	Ar LOS ANGELES . . Lv					2230	2330	0110			2345	2330	2230
1400		1240	1130						0745	Lv LOS ANGELES . . Ar						2231						2126
1530		1410	1300						0915	Ar SAN FRANCISCO . Lv	1830		2030	2030		2050		2100	2240			1945

ANSETT-AUSTRALIAN NATIONAL (ANA)

367 #Ex ⑥⑦	337 #	331 ①⑦	353 #	357 ⑦	351 ②③ ④⑤	347 #Ex ①⑦	Bristol 170	348 #Ex ①⑦	352 ②③ ④⑤	358 ⑦	354 #Ex ①⑦	332 ①⑦	338 #	368 #Ex ⑥⑦
0515	1700	0545	2045	1500	1300	0500	Lv MELBOURNE. Ar	1045	1845	2045	0230	1235	2350	1120
	1935	0820	2250	1705	1505	0705	Ar LAUNCESTON Lv	0835	1635	1835	0020			
0705							Ar HOBART . . Lv					0950	2105	
0805							Ar DEVONPORT. Lv							
0835							Lv DEVONPORT. Ar							0935
							Ar WYNYARD. . Lv							

AEROVIAS SUD AMERICANA, INC. (ASAI)

125 C-46 ①	101 DC-4 ②	123 DC-4 ②	301 C-46 ③	101 DC-4 ④	125 C-46 ④	101 DC-4 ⑤		102 DC-4 ②	304 C-46 ③	124 DC-4 ③	302 C-46 ③	132 C-46 ④	102 DC-4 ④	102 DC-4 ⑤	502 C-46 ⑥
1845	0315	2345		0315	1845	0315	Lv TAMPA/ST. PETERSBURG. Ar	1900		2145		1400	1900	1900	1900
2000		0100			2000		Ar MIAMI. . . . Lv			2030					
2200		0300			2200		Lv MIAMI. . . . Ar			1900					1330
	0845			0845		0845	Ar GUATEMALA. . Lv								1200
	1015			1015		1015	Lv GUATEMALA. . Ar								1115
	1100			1100		1100	Ar SALVADOR . . Lv	1300					1330	1330	1000
							Lv SALVADOR . . Ar								0600
②		③			⑤										
0500		0900			0500		Ar PANAMA . . . Lv			1300		0700			0400
0700			1100		0700		Lv PANAMA . . . Ar		0400		1900				
1030					1030		Ar QUITO. . . . Lv								
1200					1200		Lv QUITO. . . . Ar								0001
1315					1315		Ar GUAYAQUIL. . Lv		0001						
			1400				Ar BOGOTA . . . Lv				1600				

ALL NIPPON AIRWAYS

18 #Ex ①	DC-3	17 #Ex ①
0010	Lv OSAKA . . Ar	0245
0200	Ar TOKYO . . Lv	0030

BRANIFF AIRWAYS (BN)

801 DC-6A #Ex ①⑦	851 C-46 # Ex ⑦①		850 C-46 # Ex ⑥⑦	800 DC-6A #Ex ⑥⑦
0115		Lv NEW YORK/EWR. . Ar		1450
	0410	Lv CHICAGO (MDW) . Ar	0110	
	0515	Ar KANSAS CITY . . Lv	2210	
	0615	Lv KANSAS CITY . . Ar	2120	
	0728	Ar WICHITA Lv	f	
	0805	Lv WICHITA . . . . Ar	f	
	f	OKLAHOMA CITY .		
0515	1006	Ar DALLAS. Lv	1900	0800

BRITISH EUROPEAN AIRWAYS (BEA)

748 V #Ex ①	500 V ②⑤ ⑦	460 D #Ex ⑦①	460 D ⑦	132 Y ⑦	392 V ②③ ⑥⑦	392 Y ④⑤	V - Viscount Y - York L - Leopard	391 V ②③ ⑥⑦	391 Y ④⑤	131 Y ⑦	459 D #Ex ⑦①	459 D ⑦	499 V ②⑤ ⑦	747 V #Ex ①
0105	0205	0001	0030	0045	0100	0100	Lv LONDON. . . . Ar	0545	0640	1210	0525	0555	0650	0810
				0515	0205	0230	Ar PARIS Lv	0440	0510					
		0155	0225				Ar MILAN Lv			0745				
	0310						Ar AMSTERDAM . . Lv				0330	0400		
0335							Ar BRUSSELS. . . Lv						0540	
							Ar COPENHAGEN. . Lv							0535

607 Y ③⑤ ⑥	607 D ②④ ⑦	Y - York D - DC-3	608 Y ③⑤ ⑥	608 D ②④ ⑦
0130	0130	Lv LONDON. . . . Ar	1010	1145
0330	0405	Ar DUSSELDORF. . Lv	0500	0535
0600	0650	Ar FRANKFURT . . Lv	0730	0820

BRITISH OVERSEAS AIRWAYS (BA) AIR INDIA (AI) QANTAS EMPIRE (EM)

BA/QF 776 C⑥	BA/QF 780 SC⑤	BA/QF 980 C③	AI 164 SC⑤	C-749 Constellation SC-Super Constellation	AI 163 SC①	BA/QF 981 C③	BA/QF 781 SC①	BA/QF 777 C③
2230	2300	0700	0630	Lv LONDON . . Ar	1935	0720	1700	2320
0005				Ar DUSSELDORF Lv		0535		
	0105	0900	0835	Ar FRANKFURT. Lv			1425	2110
			1310	Ar ROME . . . Lv	1535			
0300	0350	1125		Ar ZURICH . . Lv		0245	1215	1845
1305		2140	2025	Ar BEIRUT . . Lv	0950	1815		1015
1915				Ar ABADAN . . Lv				0640
	1455			Ar DAMASCUS . Lv			0525	
		0530	0340	Ar BAHRAIN. . Lv		1405		
	0220			Ar KARACHI. . Lv			2205	
			1150	Ar BOMBAY . . Lv				
0625		1545		Ar DELHI . . Lv	0130	0630	1810	2255
	1015		0700	Ar CALCUTTA . Lv	1900		1210	
		0020		Ar RANGOON. . Lv		2300		
1725	1705			Ar BANGKOK. . Lv				1420
		1015		Ar HONG KONG. Lv		1800		
		1520		Ar MANILA . . Lv				
2315	2245			Ar SINGAPORE. Lv			0615	0930
	0315			Ar DJAKARTA . Lv			1205	
1120	1315	0225		Ar DARWIN . . Lv		0635	0635	0125
2050	2230	1140		Ar SYDNEY . . Lv		2200	2200	1700

BA 573 ③	DC-7F	BA 574 ⑤	BA 578 ⑥
2200	Lv LONDON . . . Ar	2130	1850
2300	Ar MANCHESTER . Lv	2030	
④			
0030	Lv MANCHESTER . Ar	1900	
	Ar GLASGOW. . . Lv		1715
	Lv GLASGOW. . . Ar		1615
0715	Ar MONTREAL . . Lv	0415	
0845	Lv MONTREAL . . Ar	0245	
1030	Ar NEW YORK . . Lv	0100	0100

Service may be extended to Chicago and Detroit as required and will flag stop at Montreal and Boston

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

COMPANIA MEXICANA DE AVIACION, S.A.

C-47 ⑦	410C C-47 ⑦	C-47 ⑥	C-47 ③	C-47 ⑥	920C C-82 ④		C-47 ③	921C C-47 ④	C-47 ⑥	411C C-47 ⑦	C-47 ⑦
			0500	0700	0700	Lv MEXICO,D.F. Ar	1535	1805			2025
			0700	0900	0900	Ar GUADALAJARA Lv	1335	1605			1825
1500	0800	1000	0730		0930	Lv GUADALAJARA Ar	1305	1500	1255	1350	1755
	0850					Ar MASCOTA Lv				1300	
	0920					Lv MASCOTA Ar				1230	
	0940					Ar TALPA Lv				1210	
	1010					Lv TALPA Ar				1140	
1605	1035	1105				Ar PTO.VALLARTA Lv			1150	1115	1650
			0825		1025	Ar MAZATLAN Lv	1025	1240			
			0855		1055	Lv MAZATLAN Ar	0955	1210			
			1205		1405	Ar HERMOSILLO Lv	0700	0900			
			1235		1435	Lv HERMOSILLO Ar	2135	0020			
					1555	Ar MEXICALI Lv		1700			
			1535			Ar LOS ANGELES Lv	1635				

C-54 ⑦	C-47 ③⑤	C-47 ⑥		C-47 ③②	C-47 ⑥	C-54 ①
1300	0700	0700	Lv MEXICO, D.F. Ar	1520	1515	0120
		1000	Ar MONTERREY Lv			
	1040	1030	Lv MONTERREY Ar	1140		
		1125	Ar NUEVO LAREDO Lv		1225	
1630			Ar REYNOSA Lv			2150
1720			Ar SAN ANTONIO Lv			2100
1855			Lv SAN ANTONIO Ar			1925
1945			Ar DALLAS Lv			1835
0020			Lv DALLAS Ar			1400
			Ar CHICAGO Lv			

611C C-82 ④	631C C-47 ⑦	C-54 ②⑥		C-54 ③⑥	610C C-47 ②	630C C-47 ①
0700	0700	0700	Lv MEXICO, D.F. Ar	1515	1700	1330
0840	0840	f	Ar VERACRUZ Lv			1150
0900	0900	f	Lv VERACRUZ Ar			1130
1000	0955	f	Ar MINATITLAN Lv		1415	
1020	1015	f	Lv MINATITLAN Ar		1345	
1105	1100	f	Ar VILLAHERMOSA Lv		1300	
1125	1120	f	Lv VILLAHERMOSA Ar	f	1230	f
1210	1200	f	Ar C.DEL CARMEN Lv		1145	0940
1230	1220	f	Lv C.DEL CARMEN Ar	f	1115	0920
1320	1310	f	Ar CAMPECHE Lv		1025	0830
1340	1330	f	Lv CAMPECHE Ar	f	0955	0810
	1440		Ar CHETUMAL Lv			0700
1425		1035	Ar MERIDA Lv	1135	0900	

F = Flatstop - Minimum 1,000 kilos

DELTA AIR LINES (DL)

27 ④	25 #Ex ⑦①	29 #Ex ⑥⑦	C-46	22 #Ex ⑥⑦	26 #Ex ⑦①	24 ⑥
		2330	Lv NEWARK Ar	1143		
		0015	Ar PHILADELPHIA Lv	1103		
		0105	Lv PHILADELPHIA Ar	1033		
		0254	Ar CHARLOTTE Lv			
		0354	Lv CHARLOTTE Ar			
	0100		Lv CHICAGO (MDW) Ar		0820	
			Ar MEMPHIS Lv		0440	
			Lv MEMPHIS Ar		0400	
	0407	0522	Ar ATLANTA Lv	0600	0258	
1000	0545	0650	Lv ATLANTA Ar	0432	0133	1436
	0754		Ar ORLANDO Lv		2313	
	0834		Lv ORLANDO Ar		2213	
		0818	Ar NEW ORLEANS Lv	0120		
		0918	Lv NEW ORLEANS Ar	0020		
		1108	Ar HOUSTON Lv	2241		
		1158	Lv HOUSTON Ar	2201		
	0947		Ar MIAMI Lv		2100	
0108		1323	Ar DALLAS Lv	2030		1000

EASTERN AIR LINES, INC. (EA)

925 #Ex ⑦①	921 #Ex ⑦①	923 #Ex ⑥⑦	L-1049C	924 #Ex ⑥⑦	926 #Ex ⑥⑦	922 #Ex ⑥⑦
	0230	2345	Lv NEW YORK (IDL) . Ar	0525		0740
0500			Lv CHICAGO (MDW) . . Ar		0228	
			CHARLOTTE. . . . Lv		0001	
			CHARLOTTE. . . . Ar		2305	
0722	0455		Ar ATLANTA Lv		2200	0330
0900	0730		Lv ATLANTA . . . . Ar		2101	0221
	0757		Ar MOBILE Lv			2359
	0900		Lv MOBILE . . . . . Ar			2302
	0941		Ar NEW ORLEANS. . . Lv			2220
	1045		Lv NEW ORLEANS. . . Ar			2122
	1207		Ar HOUSTON. Lv			2000
		0535	Ar SAN JUAN Lv	2350		
		0730	Lv SAN JUAN . . . . Ar	2150		
1128		1010	Ar MIAMI. Lv	1700	1830	

Flt. 923 will not operate July 4
Flts. 925 & 921 will not operate July 5

Flts. 924,926 & 922 will not operate will not operate July 4

FLYING TIGER LINE (FT)

182 #Ex ⑥⑦	282 #Ex ⑤⑥ ⑦	282 ⑤	382 #Ex ⑤⑥ ⑦	382 ⑤	382 ⑥	L-1049H	181 #Ex ⑥⑦	281 ①	281 ②③ ④	281 ⑤	283 #Ex ⑥⑦	381 ⑦
			1930	1930		Lv SEATTLE. . . . . Ar		1700	1700			0550
			2020	2020		Ar PORTLAND Lv						0500
			2125	2125		Lv PORTLAND . . . . Ar						0430
			2340	2340		Ar SAN FRANCISCO. . Lv						0200
	2000	2000	0100	0100	2300	Lv /OAKLAND. . . . Ar					1530	0100
t1700	t1700	t1700				Lv SAN DIEGO. . . . Ar	t0800	t0800	t0800	t0800	t0800	
	2130	2130				Ar LOS ANGELES (BUR) Lv		1325	1325		1400	2330
2300	2230	2230				Lv LOS ANGELES(BUR) Ar	0625	0955	0955	0955	0950	
					0625	Ar MINNEAPOLIS/ Lv						
					1855	Lv ST. PAUL. . . Ar						
0705			0930	0930	2040	Ar CHICAGO (MDW). . Lv		0455	0455	0455		
0815			1100	1100	2240	Lv CHICAGO (MDW). . Ar		0345	0345	0345		
t1130			t1130	t1130	t1130	Lv MILWAUKEE. . . . Lv		t2200	t2200	t2200		
t0800			t0800	t0800	t0800	Lv SOUTH BEND . . . Lv		t1800	t1800	t1800		
t0700			t0700	t0700	t0700	Lv GRAND RAPIDS . . Lv		t1700	t1700	t1700		
			1205	1205	2345	Ar DETROIT (DTW). . Lv	0015				0345	
			1305	1305	1230	Lv DETROIT(DTW) . . Ar	2345				0230	
			t0700	t0700	t0700	Lv TOLEDO Lv	t1900				t1900	
t0800						Lv AKRON. . . . . Ar		t1830	t1830	t1830		
t0800						Lv BUFFALO. Lv		t1600	t1600	t1600		
			1550	1550	1515	Ar BINGHAMTON . . . Lv						
			1700	1700	1625	Lv BINGHAMTON . . . Ar						
			t0800	t0800	t0800	Ar ALBANY Lv						
			t0800	t0800	t0800	Ar ROCHESTER. . . . Lv						
t1900	0930	t1900	t0730	t0730	t0730	Ar NEW YORK (IDL) . Lv						
1325	t1330	0930	1750	1750	1720	Ar NEW YORK (EWR) . Lv	2230	2359	2359	2359		
			1950			Lv NEW YORK (EWR) . Ar			1800	1800		
					0300	Ar PHILADELPHIA . . Lv	t1900	t2100	t2100	t2100		
						HARTFORD/ Lv						1259
						SPRINGFIELD . Ar						2345
			2100		0530	Ar BOSTON Lv						2300

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

INDIAN AIRLINES (IAC)

Douglas Freighter	311	313	315	317	319	321	323	331	333	335	337	339	341	343	345	347	349	351	353	355	357	359	361	381	381	391	376
Read Down	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕			⑤	
CALCUTTA, Dum Dum...Lv	0400	0430	0500	0910	0945	1020	1400	0410	0415	0430	0445	0800	0815	0845	0930	1000	1030	1100	1200	1230	1300	1315	1345	0700	0350	0400	
GAUHATI, Kahikuchi...Ar	0605	0635	0705	1115	1150	1225	1605																			0505	
GAUHATI, Kahikuchi...Lv								↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓			0635	0800
AGARTALA, Singerbhil..Ar								0530	0535	0550	0650	0920	0935	1005	1050	1120	1150	1220	1320	1350	1420	1435	1505				0905
BAGDOGRA.....Ar																								0855	0545		
MOHANBARI, Mcpl....Ar																										0825	

RETURN	318	316	314	312	324	322	320	332	334	336	338	344	340	342	346	350	352	354	348	356	358	360	362	364	366	382	382	392	375
Read Down	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕			⑤	
MOHANBARI, Mcpl....Lv																												0855	
BAGDORA.....Lv																										0615	0925	↓	
AGARTALA, Singerbhil..Lv								0550	0620	0725	0755	1025	1110	1120	1140	1210	1240	1340	1420	1555	1615	1620	1700	1710	1720			1035	0620
GAUHATI, Kahikuchi...Ar																												1105	0725
GAUHATI, Kahikuchi...Lv	1145	0735	0705	0635	1630	1255	1220	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓		
CALCUTTA, Dum Dum..Ar	1350	0940	0910	0840	1835	1500	1425	0710	0740	0845	0915	1145	1230	1240	1300	1330	1400	1500	1540	1715	1735	1740	1820	1830	1840	0810	1120	1310	

Douglas Freighter	365	363	325	327	329	373	373	373	393
			⑦②③⑤	①③④⑥	①④⑥			⑦③④	
Read Down	✕	✕	✕	✕	✕	✕	✕	✕	✕
CALCUTTA.....Lv	1530	1430	0800	0800	1210	0845	0800	0845	0800
AGARTALA.....Ar	1650	1550							
KAILASHAHAR.....Ar			0945						
KAMALPUR.....Ar				0935					
KHOWAI.....Ar					1335				
SILCHAR.....Ar						1050	1005	1050	
SILCHAR.....Lv								1110	
IMPHAL.....Ar								1150	
RUPSI									0945

RETURN	394	373	374	374	330	328	326
		⑦③		①②⑤⑥	①④⑥	①③④⑥	⑦②③⑤
Read Down	✕	✕	✕				
RUPSI.....Lv	1015						
IMPHAL.....Lv		1210					
SILCHAR.....Ar		1250					
SILCHAR.....Lv		1310	1035	1120			
KHOWAI.....Lv					1400		
KAMALPUR.....Lv						1005	
KAILASHAHAR.....Lv							1015
AGARTALA.....Lv							
CALCUTTA.....Ar	1200	1515	1240	1325	1525	1140	1200

IRISH INTERNATIONAL AIRLINES (ALT)

82Mo #Ex ⑥	830 ③	842 ④	822 ②⑤	820 ④⑥	870 ⑤	1011 ⑦	800 ①③④⑤	854 ②	852 ①③④	850 ②	C-47	801 #Ex ②	851 ①④	861 ②	863 ③	821 ④⑥	823 ②⑤	841 ②	843 ④	831 ③	82Mo #Ex ⑥
2020	1105	1725	1225	1105	1050	1050	1310	1355	1200	1105	Lv DUBLIN.....Ar	1950	1645	1645	1800	1540	1700	2010	2210	1555	2359
					1155	1155					Ar SHANNON.....Lv										
					1255						Lv SHANNON.....Ar										
					1535		1520				Ar LONDON.....Lv	1735									
2135								1530	1335	1240	Ar BRISTOL.....Lv		1505	1510	1625						2240
		1900									CARDIFF.....Lv					1420	1540				
	1230		1340	1220							Ar MANCHESTER.....Lv							1835	2035		
											Ar BIRMINGHAM.....Lv									1430	
											Ar GLASGOW.....Lv										

INI & CIA. S.A. (INI)

190 ③	C-54	191 ⑦
0800	Lv BUENOS AIRES . . . Ar	2200
1130	Ar SANTIAGO Lv	1630
1230	Lv SANTIAGO . . . . . Ar	1530
1945	Ar LIMA Lv	0615
2100	Lv LIMA . . . . . Ar	0515
0515	Ar PANAMA Lv	2100
0615	Lv PANAMA . . . . . Ar	2000
1215	Ar MIAMI Lv	1400

KLM ROYAL DUTCH AIRLINES (KL)

KL066 SC ①=	KL062 DC-7F ①⑤*	KL064 SC ③	KL064 SC+ ⑦	SC - Super Constellation	KL061 DC-7F ④⑦#	KL063 SC+ ⑤	KL065 SC ⑦
1000	0500	0300	0300	Lv NEW YORK. . Ar	1300.	1425	0655
	|	|	|	MONTREAL. . Lv	1120.	1240	0510
②				MONTREAL. . Ar	0950.	1110	0340
0345	2045	2045	2045	Ar GLASGOW . . Lv	0335.	|	|
0445	2145	2145	2145	Lv GLASGOW . . Ar	0205		
0645	2345	2345	2345	Ar AMSTERDAM . Lv	0001	0001	1630

\+ Operates until July 30
= From August 6
. No local traffic

* From Aug. 3 will operate ①④⑥
# From Aug. 2 will operate ③⑤⑦

KL013 DC-3 ②③ ④⑤	KL001 DC-3 #Ex ⑦①	KL011 DC-7F /SC + ③④⑥	KL003 DC-3 ②⑤	KL009 DC-3 ①	SC - Super Constellation	KL002 DC-3 #Ex ⑦①	KL014 DC-3 ②③+ ③④	KL008 DC-3 ⑥	KL004 DC-3 ②⑤	KL012 DC-7F/ SC + ③④⑥
0130	0445	1500	1530	2125	Lv AMSTERDAM. . Ar	0315	0720	1035	2120	2130
0330	0645	1625	1730	2325	Ar LONDON . . . Lv	0125	0530	0845	1930	2010

\+ From Aug. 1 on ②④⑤⑥

KL041 DC-3 #Ex ⑦①	SN104 DC-3 #Ex ⑦①	SK042 Curtiss #Ex ⑦①	SR705 Metr. #Ex ⑦①	KL027 DC-3 ③④ ⑥		KL028 DC-3 ③④ ⑥	SR704 Metr. #Ex ⑦①	SK051 Curtiss #Ex ⑦①	SN103 DC-3 #Ex ⑦①	KL042 DC-3 #Ex ⑦①
1525	0345	0350	0410	1315	Lv AMSTERDAM. . Ar	2100	0300	0230	0245	2135
1730	|	|	|	|	Ar PARIS. . . . Lv	|	|	|	|	1930
	0445				Ar BRUSSELS . . Lv				0140	
		0615			Ar COPENHAGEN . Lv			0005		
			0605		Ar BASLE/ Lv		0100			
			0650		Lv MULHOUSE . Ar		0010			
			0720	1605	Ar ZURICH . . . Lv	1800	2340			

KL017 DC-3 ②④⑤	KL015 DC-3 #Ex ⑦	KL021 DC-3 ⑥		KL022 DC-3 ⑥	KL016 DC-3 #Ex ⑦	KL018 DC-3 ②④⑤
1445	1500	1120	Lv AMSTERDAM. . Ar	2150	2200	2205
|	|	|	DUSSELDORF . Lv	|	|	2100
			DUSSELDORF . Ar			2010
1715			Ar NUREMBERG. . Lv			1815
			FRANKFURT. . Lv		2000	
			FRANKFURT. . Ar		1920	
	1720		Ar STUTTGART. . Lv		1820	
			LINZ Lv	1800		
			LINZ . . . . Ar	1715		
		1530	Ar VIENNA . . . Lv	1615		

JAPAN AIR LINES

635 ⑦	633 ⑥	631 ③	DC-7F	650 ②	632 ⑤	654 ⑥
1600	1600	1600	Lv SAN FRANCISCO. Ar		0615	
|	|	|	SEATTLE. . . . Ar	2215	|	2215
2110	2110	2110	Ar HONOLULU . . . Lv	|	1910	|
2240	2240	2240	Lv HONOLULU . . . Ar		1740	
|	|	|	ANCHORAGE. . . Lv	1400	|	1400
			ANCHORAGE. . . Ar	1300		1300
0745	0745	0745	Ar TOKYO. Lv	2030	2330	2030

LANICA AIRLINES (NI)

401 ① ④⑥	C-46	402 ① ④⑥
0600	Lv MIAMI Ar	0530
1015	Ar MANAGUA Lv	1130

LINEAS AEREAS COSTARRICENSES (LACSA)

615 ③⑤	C-46	616 ②④
0600	Lv MIAMI . . . . Ar	1430
0810	Ar GRAND CAYMAN. Lv	|
0900	Lv GRAND CAYMAN. Ar	
1130	Ar SAN JOSE, C.R.Lv	0730

LINEA AEROPOSTAL VENEZOLANA (LV)

262 #Ex ⑦	264 ③		265 ③	263 #Ex ⑦
0600	0500	Lv MAIQUETIA. . Ar	1630	1500
|	|	Ar KINGSTON . . Lv	1510	|
		Lv MARACAIBO. . Ar	1445	0700
1300		Ar MIAMI. . . . Lv	|	
	0900	Ar PANAMA . . . Lv	1100	

LUFTHANSA GERMAN AIRLINES

LH041 #Ex 1 4 7	U.S.A.-Europe Super Constellation	LH040 #Ex 2 3 5	LH040 6
2359	Lv NEW YORK . . . Ar	1155	1550
	MANCHESTER . . Lv		0530
	MANCHESTER . . Ar		0330
1800	Ar FRANKFURT. . . Lv	0100	0100

LH032 #Ex 1	LH030 3 4 5	England Viking Service	LH031 4 5 6	LH033 #Ex 1
	2300	Lv FRANKFURT. . . Ar	0715	
0115		Lv DUSSELDORF . . Ar		0710
0325	0145	Ar LONDON Lv	0430	0500

LH036 #Ex 7	VIKING Denmark Service	LH037 #Ex 1
2310	Lv FRANKFURT . . . Ar	
	Ar DUSSELDORF. . . Lv	
	Lv DUSSELDORF. . . Ar	0640
0030	Ar HANOVER Lv	
0100	Lv HANOVER . . . . Ar	
0250	Ar COPENHAGEN. . . Lv	0420

LH029 #Ex 1	LH024 #Ex 7	LH026 #Ex 7	LH020 #Ex 7	LH022 #Ex 7	VIKING Intra-German Service	LH027 #Ex 7	LH024 #Ex 7	LH028 #Ex 1	LH021 #Ex 1
			1805		Lv HAMBURG . . . . Ar				0130
			1850		Ar BREMEN. Lv				
			1925		Lv BREMEN. . . . . Ar				
			2000		Ar HANOVER Lv				
			2040		Lv HANOVER . . . . Ar				
0750				1915	Lv DUSSELDORF. . . Ar			0035	
				1945	Ar COLOGNE/BONN. . Lv				
0850			2200	2030	Lv COLOGNE/BONN. . Ar			2330	2340
	1705	1820		2130	Ar FRANKFURT . . . Lv				
		1915			Lv FRANKFURT . . . Ar	2100	2135		
					Ar STUTTGART . . . Lv	2005			
					Ar NUREMBERG . . . Lv		2045		
					Lv NUREMBERG . . . Ar		2000		
	1830				Ar MUNICH. Lv		1915		

MARITIME CENTRAL AIRWAYS (MAR)

525 2 4 5	514 2 3	DC-3/C-46	515 2 3	526 2 4 5
0800	0830	Lv MONCTON. . . . Ar	1320	1730
	0900	Ar CHARLOTTETOWN. Lv	1250	
	1000	Lv CHARLOTTETOWN. Ar	1220	
	1040	Ar HOUSE HARBOR . Lv	1140	
1130		Ar GOOSE BAY. . . Lv		1400

MACKEY AIRLINES

1-X 1 4	3-X 2 2	C-46	2-X 1 4	4-X 2 3
2400	1200	Lv FT. LAUDERDALE . . Ar	1500	1530
	1420	Ar WEST PALM BEACH. . Lv		
	1440	Lv WEST PALM BEACH. . Ar		
	1310	Ar WEST END/ Lv		
	1340	Lv GRAND BAHAMA . . Ar		
	1355	Ar FREEPORT/ GRAND BAHAMA . . Lv		1435
1300		Ar NASSAU Lv	1400	

MALAYAN AIRWAYS (MAL)

122 #	106 #	DC-3
0425	0455	Lv SINGAPORE
0555		Ar KUALA LUMPUR
	0700	Ar IPOH
	0730	Lv IPOH
	0810	Ar PENANG

MACROBERTSON MILLER AIRLINES (MMA)

780 ALT 4	782 ALT 4	784 ALT 6	DC-3 Read Down / Read Up	785 6
0500	0500	0500	Lv PERTH . . . . . Ar	2345
0645	0645		Ar GERALDTON Lv	
0705	0705		Lv GERALDTON . . . . . Ar	
0900	0900		Ar CARNARVON Lv	
0920	0920		Lv CARNARVON . . . . . Ar	
			MORAWA Lv	
			YALGOO Lv	
			YALGOO . . . . . Ar	
		0715	Ar MT. MAGNET Lv	
		0735	Lv MT. MAGNET . . . . . Ar	
			WILUNA Lv	
		0825	Ar MEEKATHARRA Lv	
		0845	Lv MEEKATHARRA . . . . . Ar	
		1050	Ar WITTENOON Lv	
		1120	Lv WITTENOON . . . . . Ar	
1125	1125		Ar ONSLOW Lv	
1200			Lv ONSLOW . . . . . Ar	
1300	1250		Ar ROEBOURNE Lv	
1350	1340	1220	Ar PT. HEDLAND. Lv	
1420	1410	1240	Lv PT. HEDLAND* . . . . . Ar	
1450	1450		Lv DE GREY Lv	
1500	1450		Lv PARDOO Lv	
1550	1540		Lv WALLAL . . . . . --	
1610	1600		Lv MANDORA . . . . . --	
		1415	Lv ANNA PLAINS . . . . . --	
1720	1710	1510	Lv BROOME . . . . . --	
1815	1805	1605	Ar DERBY Lv	0700

MIDDLE EAST AIRLINES (MEA)

720 3	616 3	618 5	770 6	774 7	DC-4 Read Down / Read Up	771 6	775 7	615 1	721 3	617 3
	0400	0400			Lv LONDON...Ar			0945		0945
	0920	0920			Ar ROME.....Lv			0400		0400
	1020	1020			Lv ROME.....Ar			0300		0300
	1510	1510			Ar ATHENS...Lv			2		4
	1610	1610			Lv ATHENS...Ar					
	2000	2000			Ar BEIRUT...Lv			2100		2100
0200			0200	0001	Lv BEIRUT...Ar	1145	1530		1330	
					Ar BAGHDAD..Lv				1130	
					BAGHDAD..Ar				1030	
0715			0715		Ar KUWAIT...Lv	0830			0830	
				0830	Ar DHAHRAN..Lv					
				0930	Lv DHAHRAN..Ar					
				0915	Ar DOHA.....Lv					
				1015	Lv DOHA.....Ar					
				1100	Ar BAHRAIN..Lv		1200			

NATIONAL AIRLINES, INC.

97 #Ex 7 1	L-1049H	96 #Ex 6 7
0130	Lv IDLEWILD . . . . Ar	0243
	Ar ORLANDO Lv	2200
	Lv ORLANDO . . . . Ar	2100
	Ar TAMPA. Lv	
	Lv TAMPA. . . . . Ar	F/S
0430	Ar WEST PALM BEACH. Lv	
0500	Lv WEST PALM BEACH. Ar	
0528	Ar MIAMI. Lv	2000

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

NORTHWEST AIRLINES (NW)

906 #Ex ⑥⑦	912 #Ex ⑥⑦	DC-6A Combination	903 #Ex ⑦①	919 #Ex ⑥⑦
1225	2145	Lv MINNEAPOLIS. . Ar	1807	0422
|	|	Ar ROCHESTER. . . Lv	1735	|
|	|	Lv ROCHESTER. . . Ar	1705	|
1348	2308	Ar MILWAUKEE. . . Lv	1540	
1425	2355	Lv MILWAUKEE. . . Ar	1458	|
|	|	Ar CHICAGO.(MDW). Lv	|	0240
|	|	Lv CHICAGO.(MDW). Ar	|	0155
1535	0105	Ar DETROIT (DTW). Lv	1340	|
1620	0150	Lv DETROIT (DTW). Ar	1300	|
1940	0510	Ar NEW YORK (IDL) Lv	1130	2330

OLYMPIC AIRWAYS

⑦	VISCOUNT 800	⑦
0400	Lv LONDON. . . . Ar	2200
1350	Ar ATHENS. . . . Lv	1550

PACIFIC NORTHERN AIRLINES (PN)

3 ②③④⑤⑥⑦	3 ①②③④⑤	5 ✕	1B ②④⑤	1A ①⑤	1 ③⑦	Lockheed Constellation Speedpak Read Down — Read Up	2 ①②④⑥	2A ⑤	2B ③⑦	4 ✕	4 ①②③④⑤	6 ②③④⑤⑥⑦
	2340					Lv PORTLAND.....Ar					2250	
	0030					Ar SEATTLE - TAKOMA.....Lv					2200	
0120		0830	0730	0730	0730	Lv SEATTLE - TAKOMA.....Ar	1715	1715	1715	2125		0500
|		|	1010	1010	1010	Ar KETCHIKAN (Annette Is.).....Lv	1445	1445	1445	|		|
|		|	1155	1155	1155	Ar JUNEAU.....Lv	1300	1300	1300	|		①②③
|		|	1300	↓	|	Ar YAKUTAT.....Lv	↑	F ↑	1000	|		④⑤⑥
|		|	1330	1240	|	Ar CORDOVA.....Lv	0820	0820	↑	|		|
0500		1210	1450	1400	1320	Ar ANCHORAGE.....Lv	0700	0700	0700	1400		2135

Cargo must be received two hours prior to scheduled departure time for routing on Speedpak equipment.

PAN AMERICAN WORLD AIRWAYS (PAA)

ATLANTIC SERVICES

160 ⑦	160 ②	162 ②	160 ③	164 ③	160 ⑤	164 ⑤	164/162 ②⑦	DC-7F	161 ①	161 ③	163 ③	165 ④	163/165 ④	161 ⑤	161 ⑥	161 ⑦	163 ⑦
				1700		1700	1700	Lv CHICAGO.(ORD). Ar	f1535			1535	1535				
				1815		1815	1815	Ar DETROIT.(DTW). Lv				1415	1415				
				1945		1945	1945	Lv DETROIT. . . . Ar	f1330			1330	1330				
				2315		2315	2315	Ar NEW YORK (IDL) Lv				1200	1200				
							(165) ⑥						(163)				
0300	0300	0400	0300	0300	0300	0300	0400	Lv NEW YORK (IDL) Ar	1030	0945	0925	0945	0925	0945	0945	1145	0925
f2230					f2230			Lv BALTIMORE. . . Ar									
f2230					f2230			Lv PHILADELPHIA . Ar									
						0415		Ar BOSTON Lv									
	f0500		f0500	f0500		0500	f0600	Lv BOSTON . . . . Ar	f0955	f0910	f0850	f0910	f0850	f0910	f0910	f1110	f0850
	f0835		f1825		f0835			Ar GANDER Lv	f0845	f0800	f0745	f0800	f0745	f0800	f0800		f0745
		f1925	f1835			f1945	f1925	Ar SHANNON. . . . Lv	0330	f0400	0225	f0400	0225	f0400	f0400		0225
								Ar GLASGOW. . . . Lv	0215	f0345		f0345	0140	f0345	f0345	f0545	
1940	1940		1940	1940	1940	2050		Ar LONDON Lv	0030	0130		0130		0130	0130	0330	
2300	2330		2330	2330	2330	0035		Lv LONDON . . . . Ar	2230	2335		2330		2335	2335	0130	
0015	f0045		0045		f0045	f0145		Ar BRUSSELS . . . Lv	f2215			2215				0015	
			0130					Lv BRUSSELS . . . Ar				2140				2340	
	f0045			0045	f0045	f0145		Ar AMSTERDAM. . . Lv	f2220	2220				2220	2220		
	f0100			0130				Lv AMSTERDAM. . . Ar		2150				2150	2150		
f0030					f0100	f0200		Ar DUSSELDORF . . Lv	f2200	f2200		f2200		2200	2200	f2359	
								COLOGNE. . . . Lv		f2150				f2150			
0055	0125		0240	0245	0125	0225		Ar FRANKFURT. . Lv	2030	2030		2030		2030	2030	2230	
0800	0830		0800	0800	0800			Lv FRANKFURT. . Ar		1910		1910		1910	1910	2110	
0845	0845		0845	0845	0845			Lv STUTTGART. . Ar		1830		1830		1830	1830	2030	
0915	0915		0915	0915	0915			Lv STUTTGART. . Ar		1750		1750		1750	1750	1950	
1005	1005		1005	1005	1005			Ar MUNICH Lv		1700		1700		1700	1700	1900	
f1210								Ar VIENNA Lv									
		2100					2100	Ar PARIS. Lv			2300		2300				2300
		2300					2300	Lv PARIS. . . . . Ar			2055		2055				2055
		0150					0150	Ar ROME Lv			1800		1800				1800
		0230					0230	Lv ROME . . . . . Ar					1655				1655
							f0710	Ar ISTANBUL . . . Lv									
							f0755	Ar ANKARA Lv									
f1655		0815					f0815	Ar BEIRUT Lv			f1245		1245				1245

When required for reserved cargo of sufficient quantity, the above transatlantic all-cargo services will call at additional cities as indicated by the symbol (f) with its corresponding arrival or departure time. ONE city per flight only between London and Frankfurt. Minimum transatlantic loads required for flag landings are 400 kg. except as noted below: 1000 kg. minimum load to/from Gander.

Ankara 100 kg. Flt. 162 ④; 2000 kg. Flt. 162 ⑥; 2000 kg. Flt. 160 ⑦
Istanbul 100 kg. Flt 162 ④; 2000 kg. Flt. 162 ⑥
Beirut 2000 kg. Flt. 162 ⑥
Baltimore/Washington 1900 kg.
Philadelphia 1000 kg.
Glasgow 500 kg.

PAN AMERICAN GRACE AIRWAYS (PANAGRA)

393 ⑦	DC-7	392 ⑥
2359	Lv MIAMI. . . . Ar	1805
0405	Ar PANAMA . . . Lv	1400
0930	Lv PANAMA . . . Ar	1210
f	Ar CALI Lv	f
f	Ar QUITO. . . . Lv	f
f	Ar GUAYAQUIL. . Lv	f
f	Ar TALARA . . . Lv	f
1140	Ar LIMA Lv	0700
0600	Lv LIMA . . . . Ar	1820
f	Ar ARICA. . . . Lv	
f	Ar ANTOFAGASTA. Lv	
f	Ar LA PAZ . . . Lv	f
1210	Ar SANTIAGO . . Lv	1400

619 #Ex ⑥	678 #Ex ⑦	DC-4	679 #Ex ⑥	618 #Ex ⑥
	0110	Lv FRANKFURT. . Ar	2340	
	|	DUSSELDORF . Lv	2240	
	|	DUSSELDORF . Ar	2210	
	0250	Ar BERLIN . . . Lv	2020	
1530		Lv BERLIN . . . Ar		1850
1640		Ar HAMBURG. . . Lv		1740

875 ①	879 #Ex ⑦		878 ⑥	878 ②④	876 ④
		Lv LOS ANGELES . . Ar	0745		
2100	2100	Lv SAN FRANCISCO . Ar	1025	0715	2200
0230	0230	Ar HONOLULU . . . Lv	1945	1945	1030
0230	0800	Lv HONOLULU . . . Ar	1820	1820	1915
1040		Ar GUAM ISLAND . . Lv			0200
	1925	Ar TOKYO Lv	0100	0100	

PAA
U.S.A.—LATIN AMERICA

3211 ③⑦	3401 ⑥ 9	3451 ②④ ⑥	3431 #Ex ④⑤	3253 DC-6A/ C-54 ⑤	3433 #Ex ⑥⑦		C-54	3252 ①④	3434 #Ex ⑦①	3436 ① ④	3458 #Ex ④⑤	3402 ⑥	3432 ⑤	304 ②
				0045		Lv	NEW YORK. (IDL) . Ar	0600						
	1130	1730	0900		0730	Lv	MIAMI . . . . . Ar		1235	·1600	1705	1500	1700	1445
	1230		1205			Ar	KINGSTON. Lv				1430	1400		
		2330		0830		Ar	NASSAU. Lv							
1115				0945		Ar	SAN JUAN. Lv	2300						
				1200	1440	Lv	SAN JUAN. . . . . Ar	2130					1115	
				1900		Ar	CARACAS Lv	1830	0645					
1530						Lv	CARACAS . . . . . Ar			1000				
						Ar	PORT OF SPAIN . . Lv							
				0440		Ar	BELEM Lv							0300
				0530		Lv	BELEM . . . . . Ar							0205
				1245		Ar	RIO DE JANEIRO. . Lv							1845
				1345		Lv	RIO DE JANEIRO. . Ar							1735
				2020		Ar	BUENOS AIRES. . . Lv							1115

(PAA)

3517 ①③	3501 ⑤	3511 ②④	P393 A⑦ DC-7F	3503 ⑥	3503 ④		C-54	3504 ⑦	3504 ⑤⑥	3506 ⑤	3512 ⑤	P392 A⑥ DC-7F	3518 ②④
						Lv	HOUSTON. . . . . Ar			1950			
	1800					Ar	NEW ORLEANS. . . Lv			1800			
	1950					Lv	NEW ORLEANS. . . Ar			1630			
0830	1300					Ar	HOUSTON. Lv						1845
1025						Lv	HOUSTON. . . . . Ar						1700
1100						Ar	BROWNSVILLE. . . Lv						1630
		1100	2359	0730	0900	Lv	BROWNSVILLE. . . Ar	1655	1530		1435	1804	
1320						Ar	MEXICO Lv						1415
1400						Lv	MEXICO . . . . . Ar						1315
1730	1710			1130	1700	Ar	GUATEMALA. . . . Lv		0930	1145			0930
	0930			1330		Lv	GUATEMALA. . . . Ar			1400			
				1415		Ar	SAN SALVADOR . . Lv	1100					
				PG393									
	1700	1635	0405			Ar	PANAMA CITY. . . Lv			1000	0900	1400	
										③		PG392	
	1100			0630		Lv	PANAMA CITY. . . Ar			1600		1210	
	1730					Ar	CARACAS. Lv			1145			
				1140		Ar	LIMA Lv					0700	
				0600		Lv	LIMA . . . . . Ar					1820	
				1210		Ar	SANTIAGO Lv					1400	

QANTAS EMPIRE (EM) BRITISH OVERSEAS AIRWAYS (BA) AIR INDIA (AI)

BA/QF 776 C⑥	BA/QF 780 SC⑤	BA/QF 980 C③	AI 164 SC⑤		C-749 Constellation SC-Super Constellation	AI 163 SC①	BA/QF 981 C③	BA/QF 781 SC①	BA/QF 777 C③
2230	2300	0700	0630	Lv	LONDON . . Ar	1935	0720	1700	2320
0005				Ar	DUSSELDORF Lv		0535		
	0105	0900	0835	Ar	FRANKFURT. Lv			1425	2110
			1310	Ar	ROME . . . Lv	1535			
0300	0350	1125		Ar	ZURICH . . Lv		0245	1215	1845
1305		2140	2025	Ar	BEIRUT . . Lv	0950	1815		1015
1915				Ar	ABADAN . . Lv				0640
	1455			Ar	DAMASCUS . Lv			0525	
		0530	0340	Ar	BAHRAIN. . Lv		1405		
	0220			Ar	KARACHI. . Lv			2205	
			1150	Ar	BOMBAY . . Lv				
0625		1545		Ar	DELHI . . Lv	0130	0630	1810	2255
	1015		0700	Ar	CALCUTTA . Lv	1900		1210	
		0020		Ar	RANGOON. . Lv		2300		
1725	1705			Ar	BANGKOK. . Lv				1420
		1015		Ar	HONG KONG. Lv		1800		
		1520		Ar	MANILA . . Lv				
2315	2245			Ar	SINGAPORE. Lv			0615	0930
	0315			Ar	DJAKARTA . Lv			1205	
1120	1315	0225		Ar	DARWIN . . Lv		0635	0635	0125
2050	2230	1140		Ar	SYDNEY . . Lv		2200	2200	1700

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

NORTHERN CONSOLIDATED

57 □	37 □□	F-27B
1015	1015	Lv ANCHORAGE
	1120	Ar McGRATH
	1150	Lv McGRATH
	1240	Ar ANIAK
	1310	Lv ANIAK
1130		Ar KING SALMON
1200		Lv KING SALMON
1220		Ar DILLINGHAM
1250		Lv DILLINGHAM
1340	1345	Ar BETHEL

□ Operates 2nd & 4th Tuesday
□□ Operates 1st & 3rd Tuesday and Aug. 29
Flights return as combination flights

RIDDLE AIRLINES (RD)

201 #	207 #Ex ⑥⑦	401 #Ex ⑥	451 #Ex ⑥⑦	453 #Ex ⑦	301 #	C-46	202 #	402 #Ex ⑥	452 #Ex ⑥⑦	208 #Ex ⑥⑦	454 #Ex ⑥⑦	302 #
	2350					Lv BOSTON . . . . Ar				0850=		
0001	0100					Ar NEW YORK (IDL) . Lv				0745		
	0200					Lv NEW YORK (IDL) . Ar	0505			0645		
	0305					Ar PHILADELPHIA . . Lv				0600		
	0350					Lv PHILADELPHIA . . Ar				0425		
		2300				Lv CHICAGO . . . . Ar		0530				
		0015Ø				Ar INDIANAPOLIS . . Lv		0410Ø				
		0115Ø				Lv INDIANAPOLIS . . Ar		0330Ø				
			2305	0200		Lv DETROIT . . . . Ar			0525		2330	
			0100	0355		Ar CLEVELAND . . . Lv			0530			
			0200	0435		Lv CLEVELAND . . . Ar			0450			
		0350	0420	0630		Ar ATLANTA Lv		0050	0130		2000	
		0450	0520			Lv ATLANTA . . . . Ar		2350	2309			
	0740		0740			Ar ORLANDO Lv			2140	0001		
	0845		0840			Lv ORLANDO . . . . Ar			2040	2250		
			0920			Ar TAMPA Lv			2000			
0405	0950					Ar WEST PALM BEACH Lv						
0435	1020					Lv WEST PALM BEACH Ar						
0510	1055	0755				Ar MIAMI Lv	2300	2030		2130		
					2200	Lv MIAMI . . . . . Ar						0900
					0300	Ar SAN JUAN . . . Lv						0600

Ø IND Sunday Demand Service

= Does not operate IDL-BOS ⑥ or ⑦

RUTAS AEREAS NACIONALES (RANSA)

③			①		④	②	⑤	⑦	C-46; C-47	②	⑤	⑦	①		④	③		
2000	0145	0005	2200	0145	0005	0430	0145	0005	Lv MIAMI, International.....Ar	1415	1800	2045	1900	1800	1400	0415	1800	1415
									BARCELONA, Muntadas.....Lv				1200					
									BARCELONA, Muntadas.....Ar				1100					
2300	0445	0305	0100	0445	0350	0730	0445	0305	Ar KINGSTON, Palisadoes.....									
2345	0530	0350	0145	0530	0350	0815	0530	0350	Lv KINGSTON, Palisadoes.....									
F	F	F		F	F	F	F	F	ARUBA.....									
			0545						Ar MARACAIBO, Gr. De Oro.....Lv						0800			
									MARACAIBO, Gr. De Oro I.....									
0445	1000	0820		1000	0820	1245	1000	0820	Ar CARACAS, Maiquetia.....Lv	1000	1145	1430	1000	1145		1000	1145	0800

#Ex ⑥⑦	DC-6A
0100	Lv MIAMI
0600	Ar CARACAS

SABENA BELGIAN AIRLINES (SAB)

SN256 ⑥	SN252 ②	SN254 ④	DC-7F	SN251 ②	SN253 ④	SN255 ⑥
2355	2355	2355	Lv NEW YORK . . Ar	1050	1050	1050
1635	1635	1635	Ar BRUSSELS . . Lv	0130	0130	0130

BE499F ②⑤⑦ V	SN205 ②③ ④⑤	C-47	SN206 ③④⑥	BE500F ②⑤⑦ V	SN206 ⑤
0540	2215	Lv BRUSSELS . . Ar	0355	0310	0550
0650	0030	Ar LONDON . . . Lv	0205	0205	0400

SN101 # Ex ⑦	DC-3 C-47	SN102 # Ex ⑦
2040	Lv BRUSSELS Ar	0045
2210	Ar PARIS Lv	2320

SN247 ⑦	SN247 ①③	C-47	SN248 ①③	SN248 ⑦
0105	1005	Lv BRUSSELS . . Ar	2330	1345
0630	1530	Ar MILAN . . . Lv	1745	0800

SN103 # Ex ⑦ ①	KL005 # Ex ⑦ ①		KL006 # Ex ⑥⑦	SN104 # Ex ⑦①
0140		Lv BRUSSELS Ar		0445
0245		Ar AMSTERDAM Lv		0345
	0350	Lv AMSTERDAM Ar	0255	
	0635	Ar COPENHAGEN Lv	2400	

SN221 ②④	SN213 ③	SN217 ③⑤	SN215 ⑤	SN211 ⑥	DC-3/C-47	SN214 ③	SN218 ③⑤	SN216 ⑤	SN212 ⑥	SN22 ②④
1525	0635	1325	1055	1155	Lv BRUSSELS. . . Ar	1925	2045	1925	1925	2245
					Ar COLOGNE . . . Lv		1930			2130
					Lv COLOGNE . . . Ar		1845			2045
					Ar DUSSELDORF. . Lv	1820		1820	1820	
					Lv DUSSELDORF. . Ar	1745		1745	1745	
	0855		1315		Ar NUREMBERG . . Lv	1545		1545		
	0925				Lv NUREMBERG . . Ar	1515				
1740		1540	1545	1410	Ar STUTTGART . . Lv		1710		1545	1910
	1155				Ar VIENNA. . . . Lv	1355				

PZ207 ②	PZ209 ④	PZ213 ⑥	PZ205 ⑦	PZ211 ①	PZ203 ⑥	DC-4	PZ206 ②	PZ208 ④	PZ212 ⑥	PZ204 ⑦	PZ202 ③	PZ21(⑤
				1100	1100	Lv BRUSSELS. . . . Ar					2100	1930
						Ar DUSSELDORF. . . Lv					2030	
						Lv DUSSELDORF. . . Ar					1900	
				1230	1230	Ar BASLE Lv					1800	1800
				1630	1630	Lv BASLE . . . . . Ar					1630	1630
				0001	0001	Ar ISTANBUL. . . . Lv					1100	1100
				0100	0100	Lv ISTANBUL. . . . Ar					1000	1000
1000	1200	1200	2200			Lv BEIRUT. . . . . Ar	0700	0900	0900	1800		
1630	2030	2030	0430	0930	0930	Ar TEHERAN Lv	0330	0330	0330	1430	0430	0430

SAM AIRLINES

999A #Ex ①⑦	999 ④⑥	888 ④⑥	C-46	998A #Ex ⑥⑦	887 #	998 ①④
0330	0300		Lv MIAMI Ar	0430		2000
0900			Ar SAN ANDRES Lv	1000		
			Lv SAN ANDRES Ar			
			Ar CARTAGENA Lv			
		1145	Lv CARTAGENA Ar		1445	
		1215	Ar BARRANQUILLA Lv		1415	1400
		801	Lv BARRANQUILLA Ar		1315	1300
	1150	#	Ar MEDELLIN Lv		1130	
	1250	0600	Lv MEDELLIN Ar		1030	
	1350	0700	Ar BOGOTA Lv		0930	1100
	1445	0800	Lv BOGOTA Ar		0830	1000
	1630		Ar CALI Lv		0715	
		1200	Ar LETICIA Lv			0600

SCANDINAVIAN AIRLINES (SAS)

SK044 #Ex ①⑦	SK069 ③④⑥	SK063 #Ex ①⑦	SK057 ③④ ⑤⑥	SK/BE 747 #Ex ①	SK051 #Ex ①⑦	Curtiss	SK070 ③④⑥	SK064 #Ex ①⑦	SK058 ③④ ⑤⑥	BE/SK 748 #Ex ①	SK052 #Ex ①⑦	SK043 #Ex ①⑦
0550	1515	1200	1540	0435	2305	Lv COPENHAGEN. . Ar	0110	2155	0055	0235	0505	2045
				0710	0120	Ar AMSTERDAM . . Lv				0005	0250	
			1920			Ar LONDON. . . . Lv			2115			
						Ar PARIS Lv						
		1500				Ar FRANKFURT . . Lv		1925				
						Lv FRANKFURT . . Ar		1835				
	1925					Ar STUTTGART . . Lv		1750				
						Ar MILAN Lv	2100					
0750						Ar STOCKHOLM . . Lv						1845

SK/BE Flts. 747 and 748 operates with V-802 Equipment.

SK049 ②⑤	SK045 #Ex ⑦②	Curtiss	SK046 #Ex ⑦①
1800	1155	Lv OSLO. . . . . Ar	0820
		GOTHENBURG. . Lv	0715
		GOTHENBURG. . Ar	0615
1945	1340	Ar COPENHAGEN. . Lv	0515

SEABOARD AND WESTERN AIRLINES (SBW)

* Constellation
Ø DC-4
≠ C-47

200 * ③④ ⑥	100 * ③④	204 * ②⑤	104 Ø ①③ ④	100 * ①	100 * ⑦② ⑤⑥		201 * ①②	101 ≠ ①②	105 Ø ②④ ⑤	205 * ③⑥	101 ≠ ③⑥	203 * ④⑤	101 ≠ ④⑤
1200	0330	1200		0600	0330	Lv NEW YORK. . . Ar	0900	1035		0900	1100	0900	1035
	1945			2215		Ar SHANNON . . . Lv		0230		0030			0230
	2100		0130	2315		Lv SHANNON . . . Ar		0140	0030	2330			0140
						GLASGOW . . . Lv	0030				0215	0030	
0550	2240			0100	2240	Ar LONDON. . . . Lv	2230	2345			2345	2230	2345
0645	2335			0155	2335	Lv LONDON. . . . Ar	1950	2245			2245	2040	2245
						AMSTERDAM . . Lv						2030	
	0035			0255	0035	Lv BRUSSELS. . . Lv	1840						2235
		0730	0545			Ar PARIS Lv			2200	2200			
		0830				Lv PARIS . . . . Ar				2030			
						HANOVER . . . Lv						1900	
						DUSSELDORF. . Lv	1900						
						COLOGNE . . . Lv	1850						
						HAMBURG . . . Lv						1800	
1000	0300			0530	0300	Ar FRANKFURT . . Lv	1800	2155			2155		2155
	0600			1400	0600	Lv FRANKFURT . . Ar		2120			2120		2120
	0655			1455	0655	Lv NURNBERG. . . Lv		2025			2025		2025
	0800			1600	0800	Lv MUNICH. . . . Lv		1920			1920		1920
	0905			1705	0905	Ar STUTTGART . . Lv		1815			1815		1815
		0900				Ar ZURICH. . . . Lv				1900			

SWISSAIR (SR)

704 DC-3 ① ②③ ④⑤	DC-6A		705 DC-3 ② ③④ ⑤⑥
	Read Down	Read Up	
	Lv NEW YORK	Ar	
	Ar MANCHESTER	Lv	
	Lv MANCHESTER	Ar	
	Ar BASLE	Lv	
	Lv BASLE	Ar	
	Ar GENEVA	Lv	
	Lv GENEVA	Ar	
	Ar ZURICH	Lv	
	Lv ZURICH	Ar	
	Ar GENEVA	Lv	
2310	Lv ZURICH	Ar	0715
2350	Ar BASLE/MULHOUSE	Lv	0640
0020	Lv BASLE/MULHOUSE	Ar	0610
0300	Ar AMSTERDAM	Lv	0340
	Ar STUTTGART	Lv	

TRANS-MEDITERRANEAN AIRWAYS (TMA)

120 ⑤⑦	108 ②⑥ ⑦	106 ③④ ⑦	112 ②	114 ⑥	102 ⑥	104 ⑦	Yorks DC-4	101 ②④	103 ⑦⑥	111 ②	113 ⑥	105 ③④ ⑦	107 ②⑥ ⑦	119 ⑤⑦
					0900	2300	Lv FRANKFURT . . . Ar	1530	1530					
					1000	2400 ①	Ar BASEL Lv	1430	1430					
					1200	0200	Lv BASEL . . . . . Ar	1330	1330					
					1630	0630	Ar BRINDISI. . . . Lv	0900	0900					
					1730	1730	Lv BRINDISI. . . . Ar	0800	0800					
					2330	1330	Ar BEIRUT. Lv	0400	0400					
0100	0100	0300	0400	0400			Lv BEIRUT. . . . . Ar			2100	2100	1430	1330	1600
			0800	0800			Ar BAGHDAD Lv			1900	1900			
			0900	0900			Lv BAGHDAD . . . . Ar			1800	1800			
			1200	1200			Ar TEHRAN. Lv			1600	1600			
		0830					Ar KUWAIT. Lv					1100		
	0730						Lv DHAHRAN Lv						1000	
0730							Ar BAHRAIN Lv							
0900							Lv BAHRAIN . . . . Ar							
1030							Ar DOHA Lv							1230

TACA INTERNATIONAL AIR LINES SA)

525/ 101 ⑦	401 ⑥	801 ①③ ⑤	801/ 101 ②④	DC-4	400 ①	800 ②④	400 ③⑤	400 ⑦	102 ⑥
	0245	0330	0330	Lv NEW ORLEANS . . . . Ar	1820	1710	1900	1920	
0700				Lv MEXICO CITY . . . . Ar					1410
	0715			Ar BELIZE. Lv			1505		
	0750			Lv BELIZE. . . . . Ar			1450		
1025	0915	0900	0900	Ar GUATEMALA CITY . . . Lv	1325	1115	1325	1425	1050
1100	1015	1000	1000	Lv GUATEMALA CITY. . . Ar	1310	1045	1310	1410	1030
1145	1100	1045	1045	Ar SAN SALVADOR. . . . Lv	1225	1000	1225	1325	0945
1320	1210		1210	Lv SAN SALVADOR. . . . Ar	1200		1200	1250	
1415	1305		1305	Ar TEGUCIGALPA Lv	1115		1115	1205	
1435	1330		1330	Lv TEGUCIGALPA . . . . Ar	1100		1100	1150	
1530	1425		1425	Ar MANAGUA Lv	1005		1005	1055	
1550	1450		1450	Lv MANAGUA . . . . . Ar	0950		0950	1040	
1700	1600		1600	Ar SAN JOSE. Lv	0840		0840	0930	

TRANS-CANADA (TCA)

909 ① ②③ ④⑤	North Star Read Down	Read Up	910 ① ②③ ④⑤
2100	Lv MONTREAL	Ar	A1455
2255	Ar TORONTO	Lv	A1315
2355	Lv TORONTO	Ar	1155
0350	Ar WINNIPEG	Lv	0650
0435	Lv WINNIPEG	Ar	0605
↓	-- CALGARY	Lv	0150
	-- CALGARY	Ar	0120
0730	Ar EDMONTON	--	
0800	Lv EDMONTON	--	
1015	Ar VANCOUVER	Lv	2200

A-Toronto to Montreal section ③④⑤ only.

TRANS CARIBBEAN AIRWAYS (TRC)

901 ①③	901 ⑥	DC-4 Read Down	Read Up	900 ①	900 ③⑤
2400	2200	Lv NEW YORK	Ar	0500	0700
0800	0600	Ar SAN JUAN	Lv	2100	2300

TRANS WORLD AIRLINES (TW)

DOMESTIC

595 1649 #Ex ⑥⑦	591 1649 #Ex ⑥⑦	599 1049 #Ex ⑥⑦		594 1649 #Ex ⑥⑦	590 1649 #Ex ⑥⑦	592 1049 #Ex ⑥⑦
		2000	Lv PHILADELPHIA. . Ar			1709
		2045	Ar NEW YORK (IDL). Lv			
2200		2300	Lv NEW YORK (IDL). Ar	0840		
	2315		Lv NEWARK. . . . . Ar		1027	
2305			Ar PHILADELPHIA. . Lv			
0010			Lv PHILADELPHIA. . Ar			
			Ar PITTSBURGH. . . Lv			1555
			Lv PITTSBURGH. . . Ar			1439
		0122	Ar CHICAGO (MDW) . Lv			
		0235	Lv CHICAGO (MDW) . Ar			
0144			Ar INDIANAPOLIS. . Lv			
0245			Lv INDIANAPOLIS. . Ar			
0352			Ar ST. LOUIS . . . Lv			1120
0515			Lv ST. LOUIS . . . Ar			0959
0529			Ar KANSAS CITY . . Lv			0750
0645			Lv KANSAS CITY . . Ar			0620
1105	0539		Ar LOS ANGELES . . Lv		2245	0010
1230			Lv LOS ANGELES . . Ar			2310
1413		0800	Ar SAN FRANCISCO . Lv	2030		2120

TW INTERNATIONAL

980 ②	980 ④	972 ③⑤	970 ⑥		971 ②	973 ④⑥	981 ③	981 ⑥
0130	0130	0130	0130	Lv NEW YORK (IDL). Ar	1000	0920	1020	1205
	1710			Ar SHANNON. . . . Lv	0235			
	1755			Lv SHANNON. . . . Ar	0150			
		1830		Ar LONDON Lv		0030		
		1930		Lv LONDON . . . . Ar		2330		
		2125	1955	Ar FRANKFURT. . . Lv	2230	2130		
			2155	Lv FRANKFURT. . . Ar	2055			
1905	2015			Ar PARIS. Lv			0045	0230
2030	2145			Lv PARIS. . . . . Ar			2315	0105
2150	2305			Ar GENEVA Lv			2155	2345
2250	0005			Lv GENEVA . . . . Ar			2055	2245
			2230	Ar ZURICH Lv	1950			2150
			2330	Lv ZURICH . . . . Ar	1850			2050
				Ar MADRID Lv				
				Lv MADRID . . . . Ar				
			0030	Ar MILAN. Lv	1745		1945	1945
			0130	Lv MILAN. . . . . Ar	1610		1810	1810
0045	0200		0305	Ar ROME Lv	1430		1630	1630

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

WHEELER AIRLINES

101 P ②⑤	C-46 DC-3 Read Down	Read Up	102 P ②⑤
0915	Lv VAL D'OR.....Ar		1630
1225	Ar GREAT WHALE... Lv		1320

TRANSA-CHILE

④	⑦	③⑥	⑤	④	C-46 Read Down Read Up	④	①	②⑤	①	④
1500		1000			Lv ARICA.....Ar	1225		1425		
1710		1210			Ar ANTOFAGASTA...Lv	1015		1215		
1755		1255			Lv ANTOFAGASTA...Ar	0930		1130		
2125		1325			Ar SANTIAGO.....Lv	0600		0800		
	0800		0800	0900	Lv SANTIAGO.....Ar		1750		1730	1700
	1100		↓	1200	Ar BARILOCHE.....Lv		1450		↑	1400
	1145				Lv BARILOCHE.....Ar		1405			
	1750				Ar PUNTA ARENAS..Lv		0900			
			1130		Ar J. FERNANDEZ..Lv				1400	

UNITED AIR LINES (UA)

59* #Ex ①⑦⑨	69≠ ⑦Ex ⑧	63≠ #Ex ⑥⑦⑧	75 #Ex ⑥⑦⑧	67≠ #Ex ⑥⑦⑧	71 #Ex ⑥⑦⑧	73 #Ex ⑥⑦⑧	65≠ #Ex ⑥⑦⑧	61≠ #Ex ⑥⑦⑧	53* #Ex ⑦	≠ DC-6A DC7A * DC-6T + DC-6B	66+ #Ex ①⑦	70 #Ex ⑤⑥⑦	70 ⑦Ex ⑧	72 #Ex ⑥⑦⑧	74 #Ex ⑥⑦⑧	60 ⑤ Ex⑧	62≠ #Ex ⑥⑦⑧	64≠ #Ex ⑥⑦⑧	68≠ #Ex ⑥⑦⑧	56* #Ex ⑥⑦⑧
			2220	2120				1210		Lv BOSTON. . . . . Ar	1210				1800				0852	
	0748		2300	2203						Ar HARTFORD/ Lv									0810	
	0930		0001	2300						Lv SPRINGFIELD . Ar									0708	
	0700		0046							Ar NEW YORK (IDL). Lv									0620	
			0200		2330					Lv NEW YORK (IDL)..Ar				1112		1525			0500	
										Ar NEW YORK (LGA). Lv		1045								
										Lv NEW YORK (LGA). Ar		0942								
0130		2215				2300				Lv NEWARK. Lv	1105	1115	1720		1540			1654	0325	
		2259								Ar PHILADELPHIA. . Lv			1645					1615	0415	
		0010					2110			Lv PHILADELPHIA. . Ar			1553				1445	1530	0310	
0330				0117			2302	1450		Ar CLEVELAND . . . Lv	0720		1425		1405				0135	
0515				0245			0005	1520		Lv CLEVELAND . . . Ar	0605		1337		1312				0025	
		0130								Ar DETROIT Lv								1230		
		0255								Lv DETROIT . . . . Ar								1143		
0550	1205	0406	0405	0320	0135	0100	0040	1555		Ar CHICAGO (MDW) . Lv	0340	0600	1115	0730	1050	1130	1110	1035	2200	2330
	1530	0605	0545	0505	0245	0215				Lv CHICAGO (MDW) . Ar		0435	0940	0620	0855	1005	0940	0840		
	1720	0755		0655						Ar DENVER Lv						0445	0420	0320		
	1830	0910		0755						Lv DENVER . . . . Ar						0358	0320	0220		
		1110								Ar SALT LAKE CITY. Lv							0135			
		1200								Lv SALT LAKE CITY. Ar							0050			
	2215		1005			0635				Ar LOS ANGELES . . Lv				2230	0105	0030				
	2330		1140							Lv LOS ANGELES . . Ar					2340	2300				
	0107	1438	1310		0735					Ar SAN FRANCISCO . Lv		2025	0130		2100	2115	2220			
									0600	Lv SAN FRANCISCO . Ar										
									0619	Ar OAKLAND Lv										
				1215						Ar PORTLAND. . . . Lv								2225		
				1335						Lv PORTLAND. . . . Ar								2132		
				1422						Ar SEATTLE/TACOMA. Lv								2040		

⑧ -Holidays
⑨ -Days after holidays

1/ Flt 68 terminates IDL on Saturday mornings.

VARIG (RG)

966 ⑤	667 EX ①	C-46 Read Down	Read Up	666	967 ⑥
0612	0300	Lv RIO DE JANEIRO.....Ar		0330	1540
	0430	Ar SAO PAULO.....Lv		0200	↑
	0500	Lv SAO PAULO.....Ar		0130	
	0800	Ar PORTO ALEGRE, Salgado Filho...Lv		2230	
↓		-- VITORIA.....			F
		-- BELMONTE.....			F
1115		Ar SALVADOR, Ipatanga.....Lv			1040
1145		Lv SALVADOR, Ipatanga.....Ar			1010
F		-- ARACAJU, Municipal.....--			F
F		-- PROPRIA.....--			F
F		-- PENEDO.....--			F
F		-- MACEIO, Tab. do Pinto.....--			F
1520		Ar RECIFE, Iba. Guar.....Lv			0635
1540		Lv RECIFE, Iba. Guar.....Ar			0615
F		-- JOAO PESSOA, Santa Rita.....--			F
1655		Ar NATAL, Parnamirim.....Lv			0500

Varig maintains twenty-one weekly unscheduled round trip cargo flights from POA to SAO/RIO with stopovers in Caxias do Sul, Cruz Alta, Ijui, Santo Angelo, Xapeco, Carazinho, Passo Fundo, Erechim, Florianopolis, Uniao Vitoria, Curitiba and all Varig stations along the Brazilian coast.

U.A.T. AEROMARITIME (UT-AMA)

DC-4* ⑥	UT-755 DC-6 ④	AMA-97 Nord ①	AMA-93 Nord ③	AMA-99 Nord ①	DC-4 DC-6 NORD 2.502 Read Down Read Up	AMA-98 Nord ②	UT-756 DC-6 ⑥	AMA-90 Nord ⑤	DC-4 ⑦
					Lv PARIS LE BOURGET.....Ar				①
1610	1620						1000		0040
↓	1825				Ar NICE.....Lv		0755		↑
	1910				Lv NICE.....Ar		0655		
0005					Ar TRIPOLI.....Lv		↑		1850
0105	⑤				Lv TRIPOLI.....Ar				1750
0730	0320				Ar FORT-LAMY.....Lv		2225		
	0430		0600	0600	Lv FORT-LAMY.....Ar		2110	1800	0930
	↓		↓	↓	-- MOUNDOU.....Lv			1635	
					-- MOUNDOU.....Ar			1555	
			0800	0800	Ar N'GAOUNDERE....--			↑	
		0615	0850	0850	Lv N'GAOUNDERE....--			1355	
		↓	↓	↓	-- BANGUI.....Lv				
					-- BANGUI.....Ar	1730			
	0710	0805			Ar DOUALA.....Lv	↑	1830		
		0855			Lv DOUALA.....--				
		1020	↓	1150	Ar LIBREVILLE.....--				
		1100		1315	Lv LIBREVILLE.....--				
		1140	1220	↓	Ar FORT-GENTIL....--				
					-- BRAZZAVILLE....Lv	1355			
				1530	Ar POINTE-NOIRE...--				

*Every other week.

EXPLANATION OF CODES AND SYMBOLS

X -Daily
① -Monday
② -Tuesday
③ -Wednesday
④ -Thursday
⑤ -Friday
⑥ -Saturday
⑦ -Sunday
Ex-Except

P -Combination Passenger/Cargo Flights with Max. Cargo capacity.
Ar-Arrival
Lv-Departure
f -Optional Landing (flag stop)
X -Technical Landing
$ -Service Temporarily Suspended

CARRIER	MAXIMUM FLOOR BEARING WEIGHT PER PIECE (Pounds Per Square Foot) By Carriers and Types of Aircraft.																						ALL-CARGO							
	Boeing Stratocruiser	Boeing 707-720	Britannia	CARAVELLE	Consolidated Convair	Convair 880	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-6B	Douglas DC-7	Douglas DC-7C	Douglas DC-8	Fairchild F-27	Lockheed Constellation	Lockheed Electra	Lockheed Super Constellation	Martin	Sikorsky S-55	Vertol 44	Vickers Viscount	Curtiss C-46	Curtiss C-46R-5	Douglas C-54	Douglas DC-6A	Lockheed Speedmark	Lockheed Super Const. 1049-1649A	Douglas DC-7F	Lockheed Const. 749H
AA	--	150	--	--	150	--	--	--	150	--	75	200	--	--	--	--	75	--	--	--	--	--	--	--	--	200	--	--	200	--
AL	--	--	--	--	100	--	80	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--
ASA	--	--	--	--	--	--	--	200	--	--	200	--	--	--	--	--	--	--	--	--	--	--	185	--	200	--	--	--	--	--
ALITALIA	--	--	--	61	150	--	40	--	75	--	75	--	75	120	--	--	--	--	--	--	--	150	--	--	--	--	--	--	200	--
AF	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	75	--	75	--	--	--	--	--	--	--	--	--	--	--	--
BL	--	--	--	--	--	--	100	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
BN	--	150	--	--	100	--	100	--	100	--	--	--	75	--	--	100	45	--	--	--	--	150	185	--	--	200	--	--	--	--
BOAC	--	150	75	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	100
CO	--	150	--	--	--	--	100	--	100	--	100	75	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--
CN	--	--	--	--	--	--	85	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CPA	--	--	75	--	65	--	200	--	--	200	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	*	--	--	--
CU	--	--	--	--	--	--	95	--	--	--	--	--	--	--	--	70	--	70	--	--	--	150	185	--	--	--	--	--	--	--
DL	--	--	--	--	150	100	85	--	150	--	--	75	--	120	--	70	--	--	100	--	--	--	--	185	--	--	--	--	--	--
EA	--	--	--	--	65	--	--	--	--	--	--	75	--	--	--	--	45	70	100	--	--	--	--	--	--	--	--	200	--	--
ELAL	--	--	150	--	--	--	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--
EM	--	150	--	--	--	--	--	100	--	--	--	--	--	--	--	--	45	70	--	--	--	--	--	--	--	--	--	300	--	--
FL	--	--	--	--	--	--	70	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
FTL	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	200	--	300	--	--
JAL	--	--	--	--	--	--	--	--	--	--	200	--	75	120	--	--	--	--	--	--	--	--	--	--	--	200	100	--	200	--
KLM	--	--	--	--	154	--	50	205	77	--	77	77	--	122	--	72	45	154	--	--	--	150	--	--	205	205	102	300	--	--
LX	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--
LC	--	--	--	--	100	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
MO	--	--	--	--	100	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	*	--	--	--
NA	--	--	--	--	150	--	--	--	150	--	100	200	--	120	--	--	45	70	--	--	--	--	--	--	--	--	--	300	--	--
NE	--	--	--	--	--	100	80	--	--	--	75	--	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--
NO	--	--	--	--	150	--	80	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NW	--	150	--	--	--	--	--	--	--	200	75	--	75	120	--	--	45	--	--	--	--	--	--	--	--	200	--	--	--	--
NY	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--
OZ	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
PC	--	--	--	--	--	--	100	--	--	--	--	--	--	--	100	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--
PAA/PG	100	150	--	--	--	--	--	--	--	--	75	75	75	120	--	--	--	--	--	--	--	--	--	--	185	200	--	--	--	--
PI	--	--	--	--	--	--	80	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
QEA	--	150	--	--	--	--	--	100	--	--	--	--	--	--	--	--	45	70	--	--	--	--	--	--	--	--	--	300	--	--
RID	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	185	--	185	--	--	--	--	--
SAB	--	150	--	--	--	--	100	100	100	--	150	--	75	--	--	--	--	--	--	--	--	--	--	*	100	205	--	--	--	--
SAS	--	--	--	--	--	--	--	--	100	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SBW	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	--	--	300	--	--
SO	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SR	--	--	--	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--
TACA	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TCA	--	--	--	--	--	--	100	--	--	--	--	--	--	120	--	--	--	70	--	--	--	150	--	--	--	--	--	--	--	--
TRC	--	--	--	--	--	--	--	100	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TT	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TW	--	150	--	--	--	100	--	--	--	--	--	--	--	--	--	70	--	70	--	--	--	--	--	--	200	--	--	300	--	--
UA	--	150	--	123	150	--	100	--	150	--	150	150	--	120	--	--	--	--	--	--	--	150	--	--	--	200	--	--	200	--
WA	--	150	--	--	75	--	--	--	--	--	75	--	--	--	--	--	45	--	--	--	--	--	--	--	--	--	--	--	--	--
WC	--	--	--	--	--	--	120	--	--	--	--	--	--	--	125	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

CARRIER	Maximum WEIGHT in Pounds (per piece) which will be accepted WITHOUT ADVANCE ARRANGEMENT, by Carriers and by types of Aircraft																					ALL-CARGO							
	Boeing Stratocruiser	Boeing 707-720	Britannia	CARAVELLE	Consolidated Convair	Convair 880	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-6B	Douglas DC-7	Douglas DC-7C	Douglas DC-8	Fairchild F-27	Lockheed Constellation	Lockheed Electra	Lockheed Super Constellation	Martin	Sikorsky S-55	Vertol 44	Vickers Viscount	Curtiss C-46	Curtiss C-46R-5	Douglas C-54	Douglas DC-6A	Lockheed Speedpak	Lockheed Super Const. 1049-1649A	Douglas DC-7F	Lockheed Const. 749H
AA.....	See U.S. and Canadian City Directory																												
AL.....	--	--	--	--	200	--	200	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--
ASA.....	--	--	--	--	--	--	--	600	2000	2000	--	--	--	--	--	--	--	--	--	--	--	--	2000	--	--	--	--	--	--	--
ALITALIA	--	--	--	--	--	--	--	--	600	--	600	--	600	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	5000	--
AF.....	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	1100	--	1100	--	--	--	--	--	--	--	--	--	--	--	--
BL.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
BN.....	--	500	--	--	500	--	200	--	200	--	--	--	200	--	--	200	200	--	--	--	--	200	2000	--	--	6000	--	--	--	--
BOAC....	--	600	600	--	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	2000
CO.....	--	500	--	--	--	--	200	--	200	--	200	200	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--
CN.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CPA.....	See U.S. and Canadian City Directory																												
CU.....	--	--	600	--	--	--	200	--	--	--	--	--	--	--	--	600	--	--	--	--	--	200	5000	--	--	--	--	--	--	--
DL.....	--	--	--	--	400	200	200	--	400	--	--	250	--	350	--	--	--	--	--	--	--	--	--	6000	--	--	--	--	--	--
EA.....	--	--	--	--	200	--	--	--	--	--	--	200	--	200	--	200	200	200	200	--	--	--	--	--	--	--	--	6000	--	--
ELAL....	--	--	1000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
EM.....	--	--	--	--	--	--	--	250	--	--	--	--	--	--	--	--	200	250	--	--	--	--	--	--	--	--	--	500	--	--
FL.....	See U.S. and Canadian City Directory																												
FTL.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6000	--	--	--	--	10000	--	--
HAL.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
JAL.....	--	--	--	--	--	--	--	--	--	--	600	--	600	600	--	--	--	--	--	--	--	--	--	--	--	600	500	--	13000	--
KLM.....	See U.S. and Canadian City Directory																												
LX.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--
LC.....	--	--	--	--	150	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
MO.....	--	--	--	--	200	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NA.....	--	--	--	--	400	--	--	--	400	--	200	200	--	200	--	--	200	200	--	--	--	--	--	--	--	--	--	6000	--	--
NE.....	--	--	--	--	--	200	200	--	--	--	200	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--
NO.....	--	--	--	--	200	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NW.....	--	300	--	--	--	--	--	--	--	200	200	--	200	300	--	--	200	--	--	--	--	--	--	--	2000	--	--	--	--	--
NY.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--
OZ.....	See U.S. and Canadian City Directory																												
PC.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	200	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--
PAA/PG..	--	1100	--	--	--	--	--	550	--	--	550	550	550	1100	--	--	--	--	--	--	--	--	--	--	5500	5500	--	--	5500	--
PI.....	--	--	--	--	--	--	100	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
QEA.....	--	600	--	--	--	--	--	250	--	--	--	--	--	--	--	--	200	250	--	--	--	--	--	--	--	--	--	--	--	500
RID.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6000	--	10000	--	--	--	--	--
SAB.....	--	600	--	--	--	--	--	--	440	--	440	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SAS.....	--	--	--	--	--	--	--	--	600	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SBW.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	5000	--	6000	--	--	6000	--	--
SO.....	See U.S. and Canadian City Directory																												
SR.....	--	--	--	--	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	6000	6000	--	--	--	--
TACA....	--	--	--	--	--	--	--	450	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TCA.....	--	--	--	--	--	--	200	--	--	--	--	--	--	200	--	--	--	200	--	--	--	200	--	--	--	--	--	--	--	--
TRC.....	--	--	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	4000	--	--	--	--	--
TT.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TW.....	--	400	--	--	--	400	--	--	--	--	--	--	--	--	--	250	--	250	--	--	--	--	--	--	--	--	--	4000	--	--
UA.....	--	400	--	200	400	--	200	--	400	--	200	200	--	200	--	--	--	--	--	--	--	200	--	--	--	6000	--	--	6000	--
WA.....	--	200	--	--	200	--	--	--	--	--	200	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--
WC.....	--	--	--	--	--	--	150	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

SCHEDULED AIRLINES DECODING

Official Airwaybill Abbreviation	Reservations Code	Air Waybill Number Prefix	Decoding
AA	AA	001	American Airlines, Inc.
AAJ	JE	135	Arab Airways (Jerusalem) Ltd.
ACA	AK	151	Alaska Coastal Airlines
ABR	AB	042	Empresa de Transportes Aerovias Brasil, S.A.
AD	AD	103	Aden Airways Limited
AERONAVES	AM	139	Aeronaves de Mexico, S.A.
AET	IN	052	Aerlinte Eireann Tra-Irish International Airlines
AF	AF	057	Air France
AFL	SU		Aeroflot
AII	AI	098	Air-India International
AIRCEY	AE	104	Air Ceylon Limited
AJ	AJ	148	Air Jordan
AKK	KK	224	Air Kruise (Kent), Ltd.
AL	AL	037	Alleghany Airlines, Inc.
ALG	AH	124	Air Algerie
ALT	EI	053	Aer Lingus Teoranta - Irish International Air Lines
ANA	AN	090	Ansett-Australian National
ANSETT	AP	152	Ansett Airways Pty., Ltd.
APA	HP	123	Aerovias Panama
AQU	AQ	112	Aquila Airways Limited
ARG	AR	044	Aerolineas Argentinas
ARIANA	FG	255	Ariana Afghan Airlines, Ltd.
ASA	AS	027	Alaska Airlines, Inc.
ASAI			Aerovias Sud Americana
ATM	AT	147	Compagnie Nationale de Transports Ariens
ATSA	TZ	141	Aero Transportes, S.A.
AVENSA	VE	128	Aerovias Venezolanas, S.A.
AVIACO	AC	110	Aviacion y Comercio, S.A.
AVN	AC	134	Aerovias Nacionales de Colombia, S.A.
AW	AW	121	Airwork Limited
AZ	AZ	055	ALITALIA–Linee Aeree Italiane
BAHAMAS	BH	116	Bahamas Airways, Ltd.
BAT			Butler Air Transport Pty., Ltd.
BEA	BE	060	British European Airways Corp.
BGAL			British Guiana Airways, Ltd.
BKS	BK	137	BKS Air Transport, Ltd.
BL	BL	039	Bonanza Air Lines, Inc.
BN	BN	002	Braniff International Airways, Inc.
BOAC	BA	061	British Overseas Airways Corp.
BRITAVIA	BT	225	Britavia, Limited
BWIA	BA	106	British West Indian Airways, Ltd.
CA	CA	013	Capital Airlines, Inc.
CAA	CE	063	Central African Airways Corp.
CAS	CS	138	Cambrian Airways, Ltd.
CAT	CT	129	Civil Air Transport
CATHAY	CX	160	Cathay Pacific Airways, Ltd.
CAUSA			Compania Aeronautica Uruguaya, S.A.
CBA	CB	158	Caribbean Atlantic Airlines, Inc.
CDA	DO	113	Compania Dominicana de Aviacion, S.A.
CH	CH		Chicago Helicopter Airways, Inc.
CIA			Caribbean International Airways, Ltd.
CINTA	CI	231	Cinta Chilean Airlines
CMA	MX	132	Compania Mexicana de Aviacion, S. A.
CN	CN	319	Central Airlines, Inc.
CO	CO	005	Continental Air Lines, Inc.
COA	CD	320	Cordova Airlines, Inc.
COMAIR	CR	161	Commercial Air Service Pty., Ltd.
CONN	NN	166	Connellan Airways, Ltd.
COPA	CM	230	Compania Panamena de Aviacon, S. A.
CPA	CP	018	Canadian Pacific Airlines, Ltd.
CRUZEIRO	SC	049	Servicos Aereos Cruzeiro do Sul
CSA	OK	064	Ceskoslovenske Aerolinie
CUBANA	CU	136	Compania Cubana de Aviacion, S.A.
CYP	CY	048	Cyprus Airways, Ltd.
DA	DA	226	Dragon Airways, Ltd.
DERBY	DR		Derby Aviation, Ltd.
DETA	TM	068	Divisao de Exploracao dos Transportes Aereos "DETA"
DL	DL	006	Delta Air Lines, Inc.
DTA	DT	118	Divisao de Exploracao dos Transportes Aereos
EA	EA	007	Eastern Air Lines, Inc.
EC	EC	094	East African Airways Corp.
EG	EAGLE	232	Eagle Airways of Britain
EL AL	LY	114	El Al Israel Airlines, Ltd.
ES	ES	169	Ellis Air Lines
ETHIOPIAN	ET	071	Ethiopian Air Lines
EWA	EW		East-West Airlines, Ltd.
FAUCETT	CF	163	Compania de Aviacion "FAUCETT," S.A.
FINNAIR	AY	105	Aero O/Y (Finnair)
FL	FL	029	Frontier Airlines, Inc.
FLUG	FI	108	Flugfelag Islands, H.F. (Iceland Airways, Ltd.)
FT	FT	023	Flying Tiger Lines, Inc.
GAL			Guinea Airways, Ltd.
GAM	AG	040	Guest Aerovias Mexico, S.A.
	GF		Gulf Aviation Company, Ltd.
GIA	GA	126	Garuda Indonesian Airways, Ltd.
GIBAIR	GT	171	Gibraltar Airways, Ltd.
GU	GU		Empresa Guatemalteca de Aviacion
HAL	HA	173	Hawaiian Airlines, Ltd.
HCA	HC	122	Hunting-Clan Air Transport, Ltd.
HKA	HK	054	Hong Kong Airways, Ltd.
IA	IA	073	Iraqi Airways
IAC	IC	058, 093	Indian Airlines Corporation
IB	IB	075	Iberia, Cia. Mercantil Anonima de Lineas Aereas
IAL	LL	278	Icelandic Airlines
INI			INI & CIA, S.A.
IRA	IP	096	Iranian Airways
JAL	JL	131	Japan Air Lines Company, Ltd.
JAT	YU	115	Jugoslavenski Aerotransport (JAT)
JSY	JY	130	Jersey Airlines
KA		229	Kuwait Airways
KLM	KL	074	K.L.M. Royal Dutch Airlines
KNA	KN	222	Korean National Airlines
LAB	LB	051	Lloyd Aereo Boliviano
LACSA	LR	026-80, 133	Lineas Aereas Costarricenses, S.A.
LADE	LD	177	Lineas Aereas del Estado
LAN	LA	045	Linea Aerea Nacional
LA NICA	NI	176	Lineas Aereas de Nicaragua, S. A.
LAP			Lapa Aerea Nacional, S. A.
LAV	LV	046	Linea Aeropostal Venezolana
LC	LC	020	Lake Central Airlines
LH	LH	220	Deutsche Lufthansa Aktiengesellschaft
LIN	LF	247	Linjeflyg AB
LLC	CC	223	Lloyd Aereo Colombiano
LN	LN	067	Air Liban
LOT	LO	080	Polish State Airlines LOT
LX	LX	325	Los Angeles Airways, Inc.
MAL	ML	127	Malayan Airways, Ltd.
MALEV	MA	182	Hungarian Air Transport–MALEV
MAR	MR	022	Maritime Central Airways
MEA	ME	076	Middle East Airlines Co.
MK	MK	213	Mackey Airlines, Inc.
MNA	MM	181	MacRobertson-Miller Airlines, Ltd.
MN	MN	210	Manx Airlines Limited
MO	MO	034	Mohawk Airlines, Inc.
MOS	MT	216	Morton Air Services Limited
MS	MS	077	Misrair, SAE
NACIONAL		208	Transportes Aereos Nacional, Ltda.
NA	NA	010	National Airlines, Inc.
NC	NC	184	Northern Consolidated Airlines, Inc.
NE	NE	011	Northeast Airlines, Inc.
NO	NO	032	North Central Airlines, Inc.
NW	NW	012	Northwest Airlines, Inc.
NY	NY	332	New York Airways, Inc.
NZ	NZ	078	New Zealand National Airways Corp.
OA	OA	050	Olympic Airways, S.A.
OAS	OL	215	Olley Air Service, Ltd.
OZ	OZ	041	Ozark Air Lines, Inc.
PAA	PA	026	Pan American World Airways System
PAB	PB	111	Panair do Brasil, S.A.
PAL	PR	079	Philippine Air Lines
PANAGRA	PG	109	Pan American-Grace Airways, Inc.
PI	PI	030	Piedmont Aviation, Inc.
PIA	PK	214	Pakistan International Airlines
PLUNA	PU		Primeras Lineas Uruguayas de Navigacion Aerea
PC	PC		Pacific Air Lines
PN	PN	031	Pacific Northern Airlines, Inc.
PT	PT		Provincetown-Boston Airline, Inc.
QAPL	QE	188	Queensland Airlines Pty., Ltd.
QBA	QB		Quebecair, Inc.
QCA	QC		Queen Charlotte Airlines, Ltd.
QEA	EM	081	Qantas Empire Airways
QUSA	QA	143	Aerovias "Q." S.A.
RAC	RC	223	Royal Air Cambodge
RAL	RA	321	Resort Airlines, Inc.
RANSA	RN	218	Rutas Aereas Nacionales, S.A.
REAL			Real S/A-Transportes Aereos
REEF	BR	153	Ansett Flying Boat Services Pty., Ltd.
REEVE			Reeve Aleutian Airways, Inc.
RD	RD	323	Riddle Airlines, Inc.
SA	SA	083	South African Airways
SAB	SN	082	Societe Anonyme Belge d'Exploitation de la Navigation Aerienne
SAFE	SU		Breathene South-American & Far East Airtransport
SAHSA	SH	274	Servicio Aereo de Honduras, S.A.
SAM			Sociedad Aeronautica Medellin, S.A.
SAS	SK	117	Scandinavian Airlines System
SATA	SP		Sociedade Acoriana de Transportes Aereos, Ltda.
SBW	SB	219	Seaboard & Western Airlines, Inc.
SCAL	VF	221	Silver City Airways, Ltd.
SDI			Saudi Arabian Airlines
	SL		Scottish Airlines
SI	SI	042	Slick Airways, Inc.
SO	SO	038	Southern Airways, Inc.
SR	SR	085	Swiss Air Transport Co., Ltd.
STAEO	ST	198	Societe de Transports Aeriens en Extreme-Orient
SUDAN	SD	200	Sudan Airways
SYRIAN		201	Syrian Airways Company
TAA	TN	102	Trans-Australia Airlines
TABSO	LZ	196	Transport Aerien Civil Bulgare-TABSO
TACA	TA	202	TACA International Airlines, S.A.
TACAV	TV	175	Linea Aerea TACA de Venezuela
TAI	TI	119	Compagnie de Transports Aeriens Intercontinentaux
TAIP	IP	047	Transportes Aereos Da India Portuguese
TALOA	TL		Transocean Airlines
TAN	TX	208	Transportes Aereos Nacionales, S.A.
TAP	TP	047	Transportes Aereos Portugueses, S.A.R.L.
TCA	TC	014	Trans-Canada Air Lines
TEAL	TE	086	Tasman Empire Airways Limited
THAI	TH	203	Thai Airways Co., Ltd.
THY	TK	235	Turk Hava Yollari
TPA	TS		Trans-Pacific Airlines, Ltd.
TSA	TO	267	Transcontinental, S. A.
TRC	TR	254	Trans Caribbean Airways
TT	TT	033	Trans-Texas Airways
TU	TU	199	Societe Tunisienne de l'Air (Tunis Air)
TW	TW	015	Trans World Airlines, Inc.
UA	UA	016	United Air Lines, Inc.
UAT	UT	125	Union Aeromaritime de Transport
U TA	UB	209	Union of Burma Airways
VARIG	RG	042	Empresa de Viacao Aerea Rio Grandense
VASP	VP		Viacao Aerea Sao Paulo, S.A.
VNA	VN	120	Air Vietnam
WAAC	WT	087	West African Airways Corporation
WA	WA	017	Western Air Lines, Inc.
WC	WC	025	West Coast Airlines, Inc.
WEN	WE	212	Wien Alaska Airlines
	YR		Soc. de Transportuir Aeriene Romano-Societica

(continued from page 17)

of the goods. By inserting the package in the system at given stages or allowing it to travel throughout, weaknesses may well reveal themselves. The prearranged error is a good tool to use when one suspects, but can't prove a trouble spot.

Unless management has adequate knowledge of the nature and requirements of operations, it is in no position to obtain needed data to formulate loss prevention standards. Without information concerning the interrelationship of operations, it is impossible to maintain operational control of the cargo cycle. One of the first steps in attacking any loss and damage problem, then, is to make an adequate operation analysis.

Having a description of operations, the next step is to devise and put into operation standards to be used for measuring the degree to which employees are successful in executing their assigned duties and responsibilities.

Standards are useless, of course, without some method of inspection. The inspection operation includes routine, periodic, spot and prearranged errors.

Our normal avenues of commerce require the character of service provided by air cargo transportation. Known sound delivery of goods and material is a major service that is extremely valuable to shippers. It behooves air cargo management, therefore, to make more efficient utilization of their resources by taking a long, hard look at a sound loss prevention program. What's more, in the final analysis, it is the individual air cargo organization which can do the most to preserve and enhance its own status and utility that succeeds. ■

ABOUT THE AUTHOR

Robert Macomber is Manager of the New York Marine Service Department of the Insurance Company of North America. As a deck and cargo officer in the American Merchant Marine and a loss prevention representative of INA he can speak with knowledge and understanding of the transportation loss and damage problem. Mr. Macomber is a graduate of the Massachusetts Nautical School and New York University. He has lectured at the Insurance Society of New York on the topic of loss prevention. He is chairman of the Pictorial Marking Committee of the American Standards Association, a member of the Society of Packaging and Handling Engineers and President of its Eastern chapter.

For everything else: Kid-glove care. Ten-miles-a-minute speed. Shipments across the Atlantic, across the Pacific, around the whole wide world! All this... plus global service straightaway across the U.S.A. To snare space, call your agent, forwarder or Qantas. **QANTAS** Australia's Round-the-World Jet Airline

Volume Perishables Movement Started

West Coast to New York air shipment of salmon foretells of boom in bulk perishables traffic in the 60's

By DONALD G. WOLF
Western Mgr. Fome-Cor Corp.

THERE IS EVERY indication to believe that present methods of distributing fresh perishable foods will change drastically in the 60's. The air freight industry can act as the catalyst and at the same time obtain the major benefits stemming from these changes.

The decade of the 60's figures to be the witness to some dynamic changes in the methods and patterns of distribution of fresh perishable foods and the air freight industry should be a major cause and beneficiary of these changes.

Up until the present time air freight has assumed only a minor role in the movement of perishable foods, even though it has been a key factor in the movement of such highly priced perishables as cut flowers, vaccines, blood and live plants and animals. However, the movement of fresh fruits, vegetables, meat and fish by air has been restricted to small quantities generally shipped at the beginning or end of the season when prices are high and fast overnight deliveries make it possible to take advantage of high market prices.

This minor role of the air freight industry is about to be reversed in the distribution of certain perishable food products. The resulting changes will alter the very concept of distribution for the commodities involved along with offering the particular industries an opportunity to expand their markets to many areas that could not be reached before.

With the introduction of the turbo prop CL44, there figures to be some eye-opening breakthroughs in the distribution of perishable food products by air. The first significant breakthrough should occur this year in the volume movement of fresh fish from the Northwest to eastern markets.

Fresh salmon which has historically moved from the Northwest to the East by Railway Express in full carloads, will be shifted this year to a predominately air freight movement. The important research and development work has already been completed, and now with the CL44 and its lower operating cost, this distribution method will be more than economical.

However, the breakthrough into this new product area involves much more than just the introduction of the CL44. It is the story of a cooperative effort on the part of four companies to come up with the successful combination of package, refrigerant and handling techniques to bring this project to the successful stage that it is today.

Approximately one year ago, George Zettler, western regional sales manager of the Flying Tiger Lines, was scouting the packaging industry for a package that would do the job of carrying fish from West Coast to East Coast, offering the following qualities:

1. An optimum protection from spoilage, resulting from high temperatures.
2. A waterproof nature both to prevent water from leaking out in transit and to insure a strong durable container even under the wet conditions in the fresh wholesale fish houses.
3. A unit that would be easy to handle, would lend itself to either palletization for the CL44, or for belly loading in the combination equipment.
4. A container that would offer a convenient sales unit for the receiver.
5. A unit that would either be a single use disposable unit or a multiple trip unit.

Neither wood nor corrugated board seemed to offer the qualities desired, however, a new packaging material called Fomecor did appear to provide the right combination. The Fome-Cor

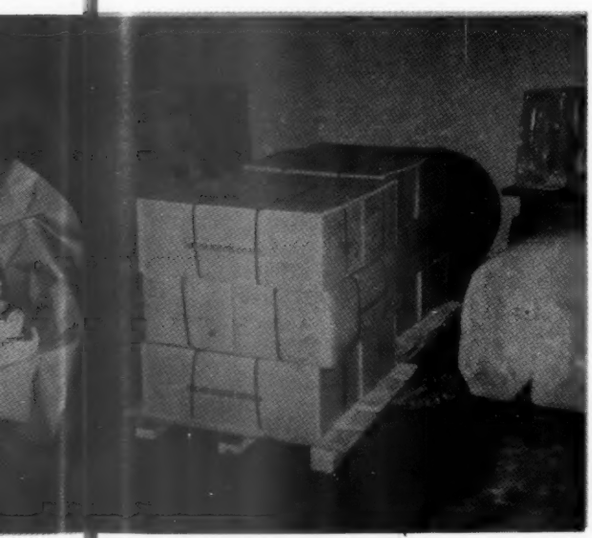
Over 100,000 lbs. of fresh salmon have been moved by air this year and the season is still under way.

Corporation was contacted in San Francisco and a project commenced to develop a Fomecor container designed to meet the requirements outlined above. Since Fomecor board was developed jointly by St. Regis Paper Company and Monsanto Chemical Company, and since the St. Regis Container Division is responsible for the majority of Fomecor container applications, the St. Regis development men from Salinas, California, and Tacoma, Washington were brought into the picture to help develop the right container design.

Fomecor, which was originally designed specifically as a container material for shipping perishables, made the packaging design job relatively easy. This new material is a lightweight, rigid foam, polystyrene, Kraft laminated board material which can be made into containers in the same man-

ner as corrugated board and has been used for a number of years as a shipping container for iced roses. Therefore, Fomecor provides the extra insulation, moisture resistance and strength that is needed for the fresh salmon box. Yet, it is so light in weight that it does not penalize the shipper in extra freight costs.

A test program began almost immediately to scientifically develop the best container for the job. This program began in the laboratory of the St. Regis Product Development Department in Salinas, California, and had its successful conclusion in test air shipments of 36 hours duration and finally in actual commercial shipments from the waterfront of Seattle, Washington to the waterfront in New York City. Ryan Recording Thermometers and inspection by qualified observers at both ends were employed to correct any questionable features of the container, the loading or unloading methods used, and any other points concerning this new method of distribution.



Palletized loads of salmon ready for shipment. Each refrigerated container holds 100 lbs. of fish.

In addition to the Fomecor container, a relatively new Food & Drug Administration—approved refrigerant was included in the package. This eliminated the problem of excess water in the container resulting from melting ice and provided more economical refrigeration in transit. The refrigerant commercially named Zero-Pak and manufactured by the Royal Super-Ice Co., is a gelatin material contained in a one or three pound polyethylene bag which is frozen at a lower temperature than ice, but not low enough to freeze the fish. The combination of the Fomecor container and Zero-Pak refrigerant provides an excellent self-refrigerated unit.

The package finally arrived at was a container designed to hold from 90 to 120 pounds of fresh salmon. Since this is the general trading unit in the fresh salmon market, it gave the receiver a package that could be sold intact without repacking or extra handling. To illustrate the economy of this Fomecor container for air shipment, the container designed to hold 100 pounds of salmon weighs only 4.5 pounds. This offers some real economies for both the shipper and receiver in shipping costs.

However, the story does not end here. This container is designed for convenient palletization for air movement directly from Seattle to the fish receiving markets in Chicago, Boston and New York, in full CL44 loads. But, it is also designed so that the unit can be shipped palletized to a transfer point such as Chicago and then broken down and shipped individually if necessary in the belly of combination aircraft to points throughout the Southeast and Central States. Thus, in the case of the Fomecor fresh salmon box development, real benefits have been rendered both to the fishing industry and to the air freight industry in general.

First of all there are real benefits to the fresh fish industry. Air freight cuts the transit shipping time from West Coast to East Coast from five to seven days by surface to 24 hours by air. Furthermore, the new air freight rates are within a competitive range with surface transportation and both the shipper and receiver have a unit that they can handle in their present operation. This combination of quick delivery and the right container results in a tremendous up-grading of the quality of fresh fish received in the eastern markets from the West Coast.

General comments of both the wholesalers who are receiving the air freight shipped salmon and even their competitors, is that they have never seen such high quality fresh salmon in the New York market. In fact, the salmon shipped by air is receiving as much as a 10¢ per pound premium over those received by Railway Express or truck.

Better Planning Results

Furthermore, the wholesale receiver is in a position to do a better job of planning his supply schedule based on the market situation at the moment. By surface transportation, the wholesale receiver had to plan his supply a week in advance. Then too, he was almost forced to receive full freight carloads when he did get his fresh fish so that he would not be faced with the high LCL freight rates. This meant that he was at the mercy of market fluctuations over a full week before he could start selling the fish purchased a week earlier. There was, therefore, always the possibility of his profit being washed out due to a drop in demand or over supply which brought prices down sharply.

Now with 24 hour delivery by air, the wholesale receiver can plan his supply accurately so that he can take full advantage of high price periods and minimize his losses when the market is off.

This combination of higher quality and accurate supply planning not only improves the present operations for the wholesale receiver, but gives him an opportunity to broaden his market since he can plan a more accurate selling campaign with the supply to back it up.

New Markets Established

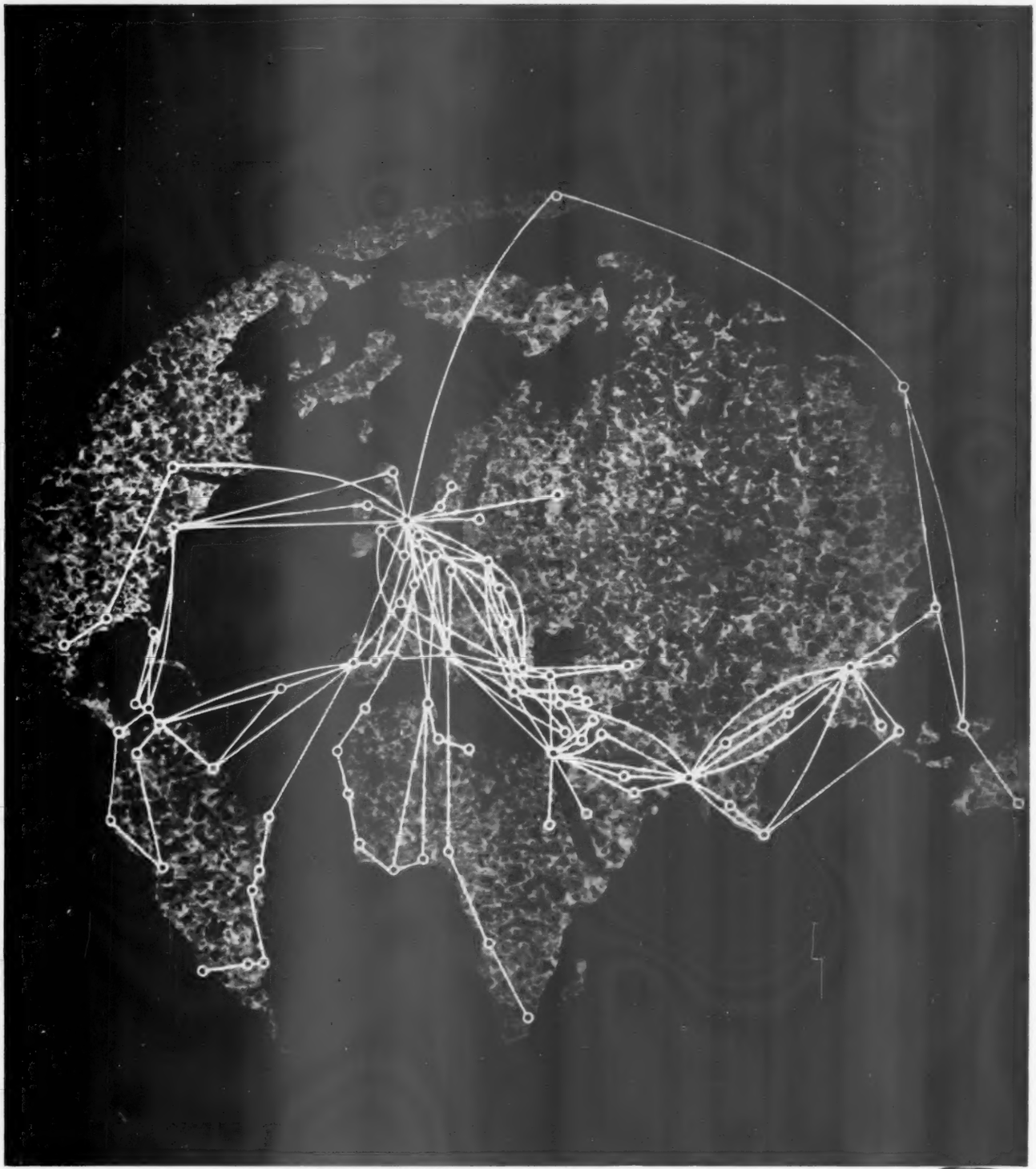
Secondly, the change from surface to air movement of fresh fish opens a vast number of new markets that were never accessible before. All throughout the Southwest, Southeast and Midwest, it was impractical and almost physically impossible to ship fresh fish caught in the Northwest. At last the combination of the protective container and lower air freight rates combined with better air freight service provided to these markets through Chicago and other major transfer points now makes it possible for wholesalers and retailers in these areas to handle a product which was previously unavailable to them.

This new method of distribution both broadens the market for the shippers in the Pacific Northwest and offers new business to the industry in areas which could not be reached before by these particular products.

Air freight distribution provides not only savings to the shipper and receiver but a broader marketing base and thus a healthier market for the fresh fish industry.

Finally, this development provides a real service to the entire air freight industry. It means a substantial increase in high density freight to the carriers serving the Pacific Northwest and to the carriers serving the end use markets from transfer points such as Chicago.

This is the type of development which the air freight industry needs and must work toward to enjoy a much larger share in the distribution of perishable foods. This type of development is only possible through cooperative efforts of all parties involved. This development which serves as a forerunner for many similar developments will bring the air freight industry into full flower in the decade of the 60's. ■



WHEREVER YOUR SHIPMENT GOES, SO DOES KLM. *Only one airline gives you 114 cities in 80 countries, including every major overseas market. KLM, of course—the same airline that pioneered air cargo service 42 years ago. Scope and experience are important, but so are the talents of KLM people. In the U. S., 150 experts represent KLM air cargo. All are trained to make quick decisions and the right ones, to handle details in a hurry, to deliver your shipment on time at lowest possible cost. You can depend on KLM Cargo Representatives. They are the real reason KLM is cargo choice of the world. KLM Royal Dutch Airlines, 609 Fifth Avenue, New York 17, New York.*

THE WORLD OVER
KLM
ROYAL DUTCH AIRLINES

An Untapped Air Freight Market

By STANLEY H. BREWER
Professor of Transportation
University of Washington

Substantial research on various aspects of integrated approaches to management of material flows has been done at the University of Washington. Sponsorship during the past year of projects which resulted in many of the conclusions reached in this article should be credited to The Flying Tiger Line and to Canadair, Montreal, a subsidiary of General Dynamics.

SOME OFFICIALS of aircraft manufacturing firms are prone to make optimistic statements of future growth for air cargo in hopes of creating a favorable climate for aircraft sales. None has seriously considered the possibilities of justifying the use of these aircraft for routine movement of much of the material moving in and out of his own plant. Top management in the aerospace industry must take enough interest to thoroughly analyze material flow costs and make accurate estimates of what reliable lower cost air cargo service can do.

Companies in the aerospace industry are now among the heaviest users of air freight in the United States. Table 1, developed from a recent survey, shows that 4.8 per cent of the outbound tonnage and 2.9 per cent of all of the inbound tonnage to aerospace manufacturers in 1959 was moved by air.[1] The very nature of this business and the future trends for the industry would strongly indicate an increasing role for air freight.

At present, the majority of the tonnage moved to aerospace factories throughout the country is transported by motor carriers. Although the percentage varies somewhat in different parts of the country, Table 1 shows that 56.3 per cent of all of the inbound tonnage to both major and minor aerospace producers was moved by motor carrier.

The railroad still plays an important role in serving the transportation needs of the aerospace industry. Of the nearly 500 million tons moved into some 29 plants during the year of the survey, 34.9 per cent was moved by railroad. Outbound tonnage was considerably less, totaling about 135,000 tons, only 26.9 per cent of which was moved by rail. The degree of dependence of plants in various regions on rail transportation is shown in Table 1. These figures exclude other railroad oriented freight. The table shows the extent to which the aerospace plants depend on the freight forwarder to move both their inbound and outbound shipments—the Railway Express Agency and even the Post Office Department get a sizeable portion of the total business.

The dependence of segments of the industry on various modes of transportation has a logical explanation when the data are analyzed in some depth. More than 50 per cent of the total tonnage is what might be called long-haul traffic because it moves distances in excess of 1,000 miles. Subcontracting arrangements in the aerospace industry bring together companies from all sectors of the country. For example, the major plants along the Pacific Coast receive more than 15 per cent of the total tonnage from New England and nearly 20 per cent from East and West North Central areas of the country. There is much long-haul movement of traffic in this industry between Southern California and the Pacific Northwest, and plants in other sectors of the country depend heavily on the Pacific area for many items. The extent to which plants in the various regions are dependent on plants in other areas is shown in Table 2.

The average length of haul suggests

[1] Stanley H. Brewer, et. al., The Aircraft Industry: *A Study of the Possibilities for the Use of Air Freight*, University of Washington, 1960.

Table 1

Tons of freight shipped and received by major aerospace manufacturers in various regions of the United States with percentage moved by various modes of transportation—1959[a]

Region	Total Tonnage	% Rail	% Freight Forwarder	% Motor Carrier	% Rail Express	% Air	% Parcel Post
PACIFIC							
Inbound	175,474	22.4	9.9	61.3	0.6	4.8	1.0
Outbound	56,113	22.4	9.2	58.9	1.4	7.7	0.4
EAST AND WEST NORTH CENTRAL							
Inbound	80,832	54.4	2.1	40.6	0.6	1.9	0.3
Outbound	22,092	27.7	4.9	59.4	2.2	4.1	1.6
EAST AND WEST SOUTH CENTRAL							
Inbound	50,451	7.0	2.2	89.2	0.6	0.6	0.4
Outbound	20,156	17.2	0.5	77.3	2.0	2.4	0.7
SOUTH ATLANTIC							
Inbound	102,317	55.4	0.2	42.1	0.3	1.3	0.6
Outbound	15,360	78.1	2.6	15.3	0.7	1.6	1.0
NEW ENGLAND AND MID ALANTIC							
Inbound	57,063	33.6	1.0	59.3	1.7	2.9	1.5
Outbound	21,398	10.1	7.4	76.7	1.8	2.6	1.4
TOTAL INBOUND	466,137	34.9	4.5	56.3	0.7	2.9	0.8
TOTAL OUTBOUND	135,120	26.9	6.1	59.6	1.6	4.8	0.9

[a]SOURCE: Responses to questionnaire.

Table 2

Total tons of freight received and shipped by major aerospace manufacturers with percentage originating in and moving to various regions of the United States—1959[a]

Region	Total Tons	% Pacific	% East and West North Central	% East and West South Central	% South Atlantic	% New England & Mid-Atlantic	% Mountain
PACIFIC							
Received From	176,831	57.2	18.7	3.4	1.7	15.4	3.6
Shipped To	57,479	46.5	19.4	9.3	9.4	9.7	5.7
EAST AND WEST NORTH CENTRAL							
Received From	80,770	33.6	44.1	7.4	2.3	10.0	2.6
Shipped To	22,108	31.0	25.0	10.0	7.3	13.0	13.7
EAST AND WEST SOUTH CENTRAL							
Received From	50,464	30.2	18.8	26.2	3.6	18.0	3.2
Shipped To	20,136	31.1	19.4	18.1	5.7	19.7	6.0
SOUTH ATLANTIC							
Received From	102,316	4.9	4.1	42.7	46.3	2.0	0.0
Shipped To	15,386	6.5	35.6	3.0	10.8	10.0	34.1
NEW ENGLAND AND MID ATLANTIC							
Received From	57,061	9.8	36.4	7.5	2.4	39.2	4.7
Shipped To	24,494	28.0	13.6	27.8	10.5	17.4	2.7
TOTAL RECEIVED FROM	467,442	33.0	22.1	15.7	11.8	14.7	2.7
TOTAL SHIPPED TO	139,603	34.2	21.0	13.2	8.9	13.0	9.6

[a]SOURCE: Responses to questionnaire.

that perhaps even more of the tonnage should be oriented to the railroad, but the long-haul truck and the freight forwarder have captured large amounts of aerospace industry traffic because of the kinds of service they are able to render. The very nature of the business calls for assembly of hundreds of thousands of parts and subcomponents. The number of shipments represented by the total tonnage is rather amazing; more than 1,380,000 inbound shipments were accounted for in the survey. Outbound shipments reported by the 29 plants included in the study totaled 578,281.

Outbound shipments that weighed less than 100 pounds comprised 54.8 per cent of the total and inbound shipments in that weight category accounted for 52.3 per cent. A complete breakdown of shipments in various weight categories for the several regions is shown in Table 3.

Table 3

Total shipments moving to and from major aerospace manufacturers with percentage in different weight groups—1959[a]

Region	Total Shipments	% Less Than 100 Lbs.	% 100 to 1000 Lbs.	% 1000 to 5000 Lbs.	% 5000 to 20,000 Lbs.	% Over 20,000 Lbs.
PACIFIC						
Inbound	740,140	48.0	31.0	11.0	6.0	3.0
Outbound	247,811	54.5	32.3	6.1	5.4	1.7
EAST AND WEST NORTH CENTRAL						
Inbound	217,304	47.1	22.9	20.4	6.7	2.9
Outbound	107,503	50.0	17.7	14.9	4.3	13.1
EAST AND WEST SOUTH CENTRAL						
Inbound	134,947	55.0	30.0	10.0	3.5	1.5
Outbound	82,432	48.8	28.5	15.5	6.2	1.0
SOUTH ATLANTIC						
Inbound	83,524	80.2	13.3	2.9	1.2	2.3
Outbound	28,429	78.9	12.8	2.3	1.7	4.3
NEW ENGLAND AND MID ATLANTIC						
Inbound	204,482	58.3	18.9	5.9	3.7	13.2
Outbound	112,106	58.5	25.8	8.3	4.3	3.1
TOTAL INBOUND	1,380,397	52.3	26.8	11.4	5.2	4.3
TOTAL OUTBOUND	578,281	54.8	26.8	9.3	4.9	4.2

[a]SOURCE: Responses to questionnaire.

Small Shipments Difficult

The exceedingly high number of small shipments causes difficult transportation problems. In addition, these shipments do not necessarily originate at any one central point but must be gathered over a wide geographical area. Although there is consolidation of small shipments by the larger manufacturers, there are many thousands that must be moved as single shipments by parcel post, rail express, freight forwarder, motor carrier, or air freight.

There are no indications that average size of shipments for the industry is going to increase or that the number of shipments will decrease. Increasing complexity of the various products being produced by the industry would seem to dictate an even larger number of individual items; and trends toward further microminiaturization of parts and components may cause the average size of shipments to decrease. There is also the problem of increasing costs; with technological improvements and increasing complexity in the final product, the trend is toward much higher priced subunits and parts which must be assembled into the many end products.

High average length of haul, dependence on long-haul motor carrier and freight forwarders for both inbound and outbound shipments, small average size of shipments, and relatively high values per pound are factors indicating the large air freight potential in this industry.

The greatest deterrents to increased use of air freight by the aerospace industry are rates and service. Service is being improved rapidly by means of the build-up in capacity resulting from the conversion of piston airplanes and increased space in baggage holds of the jets. Rates will be carefully scrutinized by the operators in the near future. The promise of substantial increases in volume by shippers in various industries is dependent upon rate reductions. Airline operators have a difficult time measuring the demand curve for products they might want to attract to movement via air freight. Obviously, they have an incentive to increase revenue and profits through more efficient utilization of equipment.

A Measure of Demand

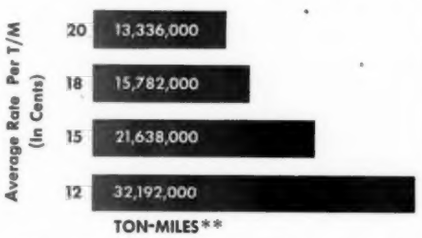
A crude measure of the demand curve for major producers in the aerospace industry was derived from responses to the survey covering 1959 shipments (see Figure 1). A composite of estimates made by officials of this industry provides the basis for the hypothetical price-demand relationship. The question was: How much additional tonnage would you ship by air with rate reductions of 10, 25, and 40 per cent? For the most part, respondents were traffic managers. Their answers varied widely. Some gave serious thought to the question, others made wild guesses; still others did not estimate the results. Since no one indicated how he arrived at his estimates,

there was no way to measure carefully the value of speed and calculate other cost reductions to compensate for the increase in transportation costs. Yet, the expectations uncovered by this survey of "informal opinion" may help stimulate decisions on the part of carriers.

Future Shows Promise

From the standpoint of the carriers, the results do not look promising for the present, but the future allows more optimism. Figure 1 shows that a 10 per cent reduction in rates would bring about an 18.3 per cent increase in traffic but would result in only a 6.7 per cent increase in revenue. If we assume that carriers costs would increase in proportion to the traffic (18.3 per cent), the reduction would result in a net loss for the carriers. Even with a 40 per cent rate reduction, revenue would increase but 50 per cent and traffic volume would go up 141.4 per cent. Reducing rates in this type of demand situation is justifiable only when marginal revenue will exceed marginal cost. This will obviously not occur in a situation where costs increase in direct proportion to the amount of additional traffic.

Figure 1
Demand Curve for Air Freight In the Aerospace Industry*



*As determined by answers to questionnaires filled out for the most part by traffic managers.
**With an assumed average length of haul of 1000 miles.

At present the cargo carriers contend their costs are about equal to the rates being charged, or approximately 18 to 20 cents a ton-mile. The soon-to-be-delivered turbo-prop equipment should enable them to reduce average rates to 12 to 14 cents a ton-mile.

In the survey from which the demand curve was derived, some of the aerospace industry traffic managers estimated increases in the use of air freight of 1,500 to nearly 4,000 per cent with rate reductions of 40 per cent. Others, however, were inclined to be more conservative with estimates running from zero to 70 per cent. Indications were that the traffic people could not estimate with any degree of accuracy the benefits they would derive from lower cost air freight service.

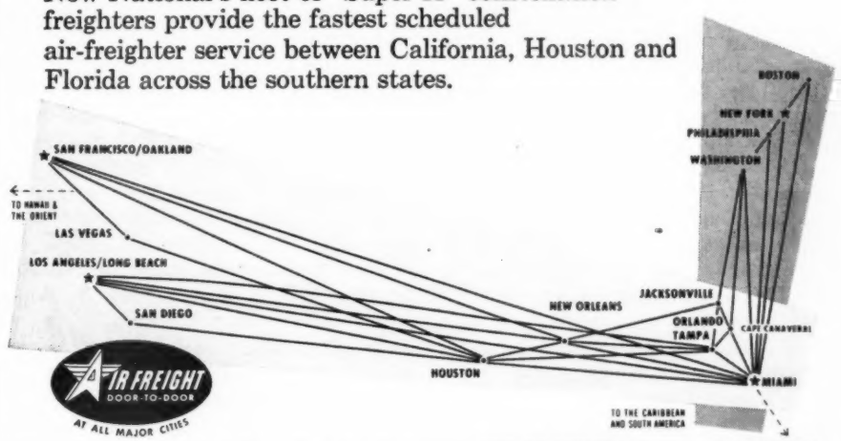
Aerospace companies have a complex material movement problem and a large stake in future development of the air cargo industry. These companies are understandably engineering and production oriented, but they must also recognize the importance of organizing material movements. The commercial air cargo industry will not move ahead rapidly until its own companies develop more scientific approaches to managing material flows. Only then will they be able to measure the value of time and justify transportation costs somewhat higher than present surface costs.

The aircraft segment of the aerospace industry can benefit in two ways by providing leadership in this endeavor: (1) costs can be reduced substantially by cutting lead time, obsolescence, and inventory costs; and (2) the long-awaited era of rapid development in the air freight industry (with resultant aircraft sales) will be much closer. ■

Only on NATIONAL

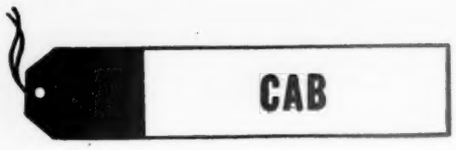
SCHEDULED AIR-FREIGHTER SERVICE BETWEEN CALIFORNIA AND FLORIDA

Now National's fleet of "Super-H" constellation freighters provide the fastest scheduled air-freighter service between California, Houston and Florida across the southern states.



Also, All-Cargo Freighter Service between **NEW YORK** and **FLORIDA.** Call your Freight Forwarder, Cargo Agent or nearest National office. In San Francisco, **JU 3-6577,** in Los Angeles, **646-3944** and

SHIP NATIONAL



Board Moves To Regulate Domestic MATS Traffic

Further control over Military Air Transport bidding practices has been asserted by the Civil Aeronautics Board. New areas brought under Board supervision are Logair and Quicktrans contracts.

The Board stepped in by refusing to grant exemptions to six airlines seeking Logair and Quicktrans contracts covering the fiscal year 1962. Carriers affected by the CAB order were Riddle, World, AAXICO, Capitol, Alaska and Slick airlines.

The Agency's action represents a radical departure. Heretofore, the Board considered these contracts special situations which merited blanket exemption treatment. Rates pertaining to the domestic movement of military traffic were not considered depressed.

CAB thinking changed radically. This year the Board noted a precipitous drop in the rates for Logair and Quicktrans awards. In some instances, the Board found that rates in the contracts were well below cost.

Stepping into this breach, the Agency set a new domestic rate floor which will remain in effect until September 30. It establishes temporary minimums of $1.50 per aircraft mile for DC-4s in Quicktrans operations and 60¢ and $1.55 per aircraft mile for C-46s and DC-6A aircraft, respectively, in Logair operations.

In addition, the Board found that Quicktrans' contract rates for the C-46 and DC-6A of 79.9¢ and 204.5¢, respectively, were not below a reasonable minimum.

Applications Are Studied

Reviewing the set of circumstances which led to the establishment of the rates, CAB analyzed the applications of the six airlines seeking the Logair and Quicktrans exemptions.

As the Board saw it, the revenues from Riddle's and Capitol's C-46 Logair services would have yielded these carriers about 51¢ and 52¢ per aircraft mile, respectively.

World's and Alaska's DC-6A Logair services would have yielded approximately $1.30 per aircraft mile, and AAXICO's contract would have provided a rate of $1.44 per aircraft mile for the proposed DC-6A Logair operations.

Commenting on these estimates, CAB said: "The contract rates applicable for all these aircraft are substantially below existing commercial charter rates. Additionally, the C-46 contract rates are lower than the rates which have been in effect for the same type in Logair services in the period ending June 30, 1961.

"Comparisons with costs reported on form 41 by carriers operating similar types of aircraft raise substantial doubt that the contract rates would even cover direct operating expenses including depreciation.

Higher Rates Requested

"Finally, Capitol and World in their applications suggest that the rates set forth in their respective awards are not fair and reasonable and, in fact, request the Board to establish higher rates. Accordingly, we cannot conclude that the contract rates for the C-46 and DC-6 aircraft in Logair services and the DC-4 aircraft in Quicktrans service are fair and reasonable."

Upshot of the CAB ruling was that the carriers in refiling for the necessary exemption authority, hiked the rates to meet the new Board minimums.

Next step is for CAB to formulate some firm policy to establish the new rate floor. In a letter to Joseph S. Imirie, Assistant Secretary of the Air Force, CAB Chairman Alan S. Boyd expressed just that intention.

Boyd promised that his staff would undertake a comprehensive review of the whole situation in order to come up with a minimum rate for each type of aircraft proposed to be operated under future contracts.

Faced with the higher rate levels, MATS must decide whether to: (1) cut the mileages involved in each contract thereby hoisting the awards to CAB's rate level without increasing the cost to the government; or (2) beef up the dollar volume on each contended award in line with CAB minimums.

This question will be tackled in joint discussions between CAB and Air Force officials.

Meanwhile, the carriers will operate under CAB's temporary standards until the study is completed. Feeling was that the Board would have some guidelines firmly established by the end of this month. This would clarify the minimum rate policy for the remaining nine months (October-June) of the fiscal year.

What is expected to develop is a system analogous to the controls exercised by the Board over the bidding for international MATS contracts.

In the case of international contracts, the Board grants the necessary authorization to perform MATS contracts to any carrier which complies with certain minimum rate standards. These were established at 2.9¢ per passenger mile for round trips. For one way movements the rate is 4.2¢. Minimum rates for cargo plane-load movements are set at 13.75¢ and 22.50¢ per ton mile for roundtrip and oneway movements, respectively.

This international system is also slated for Board review.

In testimony before the House Military Operations Subcommittee of the Committee on Government Operations, Chairman Boyd revealed that a "detailed re-examination" of the MATS program would be undertaken by the Board. Explained Boyd: "In as dynamic an industry as this one, what is fair and reasonable and sound policy in one year may readily become obsolete or unreasonable the following year."

During this study, which is also under way, the Board will reevaluate the entire MATS program, with special attention focused on the rate level. Are they too high, too low or just right?

However, the Board promised to move with care. As one high CAB official put it: "There will be no changes made for changes sake."

Board Elicits Views On IATA Rate Agreement

U.S. flag carriers, shippers and air freight forwarders last month filed comments with the Civil Aeronautics Board on the pending North Atlantic rate agreement. The agreement is scheduled to go into effect September 1, 1961.

Views were invited by the Board in a letter sent to interested persons. CAB's communication called for particular attention to the question of whether or not the IATA agreement affords a basis for prohibiting forwarders from chartering aircraft for movements from Europe to the U.S.

Similarly, the Board asked for other opinions on:

- estimates of the distribution of traffic between the general cargo rate

If CAB approves S&W's application, the carrier's CL-44 may carry passengers as "top off" when the cabin is not filled with cargo.

schedule and the specific commodity rates as compared with experience under the present rate structure;

- the effect upon revenue yield which the direct carriers anticipate; and
- an evaluation of the degree to which, as a practical matter, the forwarders' ability to consolidate will be enhanced.

All of the forwarders which had filed with the Board at AIR CARGO presstime expressed dissatisfaction with the new rates. None, however, advocated an outright Board rejection, or any steps which might lead to an open rate situation. Prevalent feeling seemed to be wait and see, at least for an interim period. Perhaps the Board could give its qualified approval and then take another look.

Similarly, the forwarders were united in opposing any ban against westbound charters. The stand taken in the statement filed by the Air Freight Forwarders Association, representing 22 forwarders, pretty well summed up forwarder feelings.

"The Board," said AFFA, "laid down minimum standards for acceding to the request of foreign carriers for the privilege of readopting charter limitations westbound. It is clear beyond cavil that the carriers were unable to reach agreement to meet these terms, or did not consider the price worth it, or perhaps as a practical matter concluded that they can effectively restrict forwarder charters in some other way such as by conveniently finding an excess of aircraft unavailable for charter purposes."

Whatever their reasons, AFFA concludes that there is no basis for curtailing the forwarders' chartering ability westbound.

AFFA expressed the certainty that the new rates would not enhance the ability of the forwarder to consolidate shipments. The rate spread, the Association charged, "is too narrow to create any real incentive for the generation of increased volume."

These views were diametrically opposed to those expressed by Pan American World Airways. Pan Am wants to deny the forwarders' westbound chartering ability.

As for consolidations, PAA forecasts that the new rates will bring a 50% increase in traffic over 1960. "This structure will immeasurably enhance the international air freight forwarders' ability to consolidate shipments profitably," said PAA.

Pan American presented in chart form a forecast of the percentage of cargo traffic which, under the new agreement, could be carried at general cargo as opposed to specific commodity rates, along with the same percentages for 1960.

Percentage of Total Weight

	General Cargo Rates		Specific Commodity Rates	
	New Rate	1960	New Rate	1960
eastbound	77%	35%	23%	65%
westbound	63%	17%	37%	83%

Percentage of Total Revenue

eastbound	83%	35%	17%	65%
westbound	70%	26%	30%	74%

In contrast to PAA, Seaboard World Airlines expressed general dissatisfaction with the new IATA rates. The carrier predicts a reduction in revenue yield of about 15% to 20%.

Seaboard sided with the forwarders on the westbound charter issue. The airline reasoned that "the carriers should retain the pricing flexibility that is made possible through the offering of charters to consolidators and air freight forwarders."

S&W Refiles Passenger Proposal

A bid by Seaboard & Western Airlines for exemption authority to carry passengers at special low fares as "top off" on daily cargo flights between New York and major European cities has been rejected by the Civil Aeronautics Board.

In rejecting the Seaboard proposal, the Board invited the airline to refile. "We have selected this course of action," CAB said, "primarily because we are reluctant to proceed in a matter of this nature and significance without an appropriately filed application by the carrier seeking operating authority."

Taking the Board at its word, Richard M. Jackson, president of S&W instructed his attorney's to refile the application for expedited consideration.

Board Schedules Hearing On Forwarder Applications

Applications of two domestic air freight forwarders for international authorization have been set down for hearing by the Civil Aeronautics Board. Involved were petitions filed by Shulman, Inc., a Philadelphia based firm and Consolidated Air Freight, Inc., located in San Juan, P.R.

The Board feels that it has good grounds for the probe. "An informal investigation," said CAB, "disclosed that at a time when neither Shulman nor Consolidated had authority to engage in international air freight forwarding they jointly were engaging in forwarding operations between Puerto Rico and the mainland of the U.S. . . . The question of the bearing of such possible violations of the Act and relationships on the issues presented by the Shulman and Consolidated applications should be explored at the evidentiary hearing."

Also at stake is an application by Shulman to acquire Drake Motor Lines, a long haul motor carrier. The Board feels the proposed merger "raises questions of some complexity, which should be explored at a full hearing."

Tigers-ONA CL-44 Lease Cleared By Board

Authority to lease two CL-44 turboprop freighters to Overseas National Airways has been granted to The Flying Tiger Line by the Civil Aeronautics Board. The lease arrangement was approved for a term beginning on July 1, 1961, or on the date of the delivery of the aircraft to ONA, whichever is later. ONA has an option to extend the terms of the lease for an additional period not to exceed two years.

Under terms of the lease, ONA will pay FTL $585 per flight hour. This fee excludes ferrying incidental to positioning the aircraft, crew training and maintenance. ONA will be responsible for securing the necessary insurance.

In its application to the Board, ONA said that the CL-44s were "urgently required" to fulfill terms of a contract with the Military Air Transport Service.

Systems Analysis Research Awarded CAB Cargo Study

ALDOCK

The contract for the Civil Aeronautics Board's air cargo cost study has been awarded to Systems Analysis and Research Corp. Work on the study, which has been budgeted at $47,800, is already under way.

The Board is counting on SARC's offices in Boston, Mass. and Washington, D.C. to provide some pretty comprehensive information on air cargo costs. Overall objective will be to provide a working formula or model for costing all the elements of air cargo transportation. Special attention will be devoted to the question of future cargo rates.

Sam I. Aldock, SARC's vice president, views the study as a "breakthrough job"—breakthrough, in the sense that a detailed breakdown of air cargo costs has never been attempted on an industry wide scale before. "The values derived from the study," said Aldock, "should be of tremendous value."

Deadline for completion of the study is November 30, 1961.

Board Suggests Merger For Northeast Airlines

The hottest merger prospect is now Northeast Airlines. And the Civil Aeronautics Board has assumed the role of matchmaker.

Pushing a corporate marriage, the Board has: (1) ordered an investigation to determine whether Northeast's East Coast Florida authority should be renewed; and (2) said it would investigate the possibility of a merger with another airline if NEA's Florida route is renewed.

CAB ordered the investigation in light of Northeast's shaky financial position. The Agency noted that in 1960 the carrier had experienced a net operating loss of approximately $6 million; as of March 31, 1961, said the Board, Northeast had a working capital deficit of $7 million and long-term debt of $34.2 million.

Any tie-in will be subject to CAB approval. "A merger," said the Board, "would have to comport with the general policy standards to which the Board has adhered in prior merger cases. Any consolidation must promote —not hinder—continued progress toward a competitive and well balanced air transportation system."

However, some observors were not discounting the possibility of a shot gun marriage. A letter sent by CAB's Bureau of Economic Regulations to the presidents of all domestic trunklines suggested that Northeast was up for grabs.

Forwarded along with a copy of the Board order which sets up the NEA renewal investigation, the letter pointedly discusses the merger issue and says that interested carriers "other than Northeast should show in detail any addition, substraction or changes in schedules which they would contemplate if they merged with Northeast."

The letter asked the carriers to prepare evidence "on the assumption that Northeast's Route 27 south of New York has been renewed in full." The order makes the merger possibility cotingent upon NEA's renewal in the East Coast-Florida market (although the Board carefully said it was not prejudging whether the public interest required such renewal). In the letter, CAB said it would "investigate, as part of the renewal case, whether Northeast should be merged with any other carrier if its route is renewed."

Board Rejects Complaints On FTL 100 lb. Rates

Complaints by three air freight forwarders and a trunk carrier against certain reduced air freight rates filed by the Flying Tiger Line have been dismissed by the Civil Aeronautics Board.

The forwarders, Western Transportation Co., Airborne Freight, and Jet Air Freight and the carrier, Trans World Airlines, had voiced objections to the Board on the 100 pound rates proposed by FTL. They charged that the rates were "unjust and unreasonable." The rates affect various commodities from Los Angeles and San Francisco to major eastern and midwestern markets.

Answering the complaints, FTL held that to increase the total volume of certain specific commodities it was essential to lower the 100 pound rate as an incentive to attract new traffic.

The Board, in backing the FTL rates, found that they were above the prescribed directional minimum rates.

In L.A.* Air Freight shipments get V.I.P.** ground hauling treatment, arrive P.D.Q.***

Through Atlantic Transfer, your scheduled airline provides you with the finest, most dependable hauling service in Los Angeles. Modern, radio-equipped Atlantic Transfer trucks make sure every air shipment gets quick ground transportation.

- To receive the same fine service for local hauling in Los Angeles, San Bernardino, Orange or Riverside Counties, please contact Atlantic Transfer directly at MAdison 8-8121, or at the listed address.

Interstate and Intrastate Common Carrier

1100 East Fifth Street, Los Angeles 13

CALL YOUR SCHEDULED AIRLINE FOR AIR FREIGHT DOOR-TO-DOOR OFFICIAL PICKUP-DELIVERY SERVICE

ATLANTIC · FOR OVER HALF A CENTURY · TRANSFER CO.

*Your biggest west coast market **Top level care, backed by 50 years of experience ***On schedule, in time

Carrier Round-Up

A new air cargo terminal designed to serve Melbourne and surrounding industrial areas has been opened by **TRANS-AUSTRALIA AIRLINES.** The new terminal is described as one of several T.A.A. developments to provide faster service for a growing volume of air freight.

General headquarters of **AMERICAN AIRLINES** has been moved from 100 Park Avenue to a new office building at 633 Third Avenue, between 39th and 40th streets.

AA's freight volume in May climbed to 10,865,000 ton miles, a 19% gain over the same month in 1960. In other categories, air mail ton miles were up 20% to 1,944,000; first class mail rose 51% to 285,000 ton miles; and express ton miles showed an 11% gain to 1,016,000.

ALITALIA AIRLINES has begun DC-8 jet service over a new route between Rome and Sydney via Teheran, Karachi, Bombay, Bangkok, Pnom-Penh and Darwin. The new Far East service was described by company officials as "another major step in Alitalia's long-range program of fleet modernization, traffic expansion, and establishment of a world-wide route system."

REA EXPRESS has opened a new terminal in Green Bay, Wisc. at 6th and Chestnut streets.

FINNAIR is planning to begin service over a Helsinki-New York route some time next year.

A new automobile ferry service between France and Britain is now being operated by **COMPAGNIE AIR TRANSPORT.** The carrier, a French independent, is flying three Bristol 170 freighters on routes from Le Touquet and Calais to Lydd (Kent) and Cherbourgh to Hurn (Bournemouth).

ALL-NIPPON AIRWAYS, a Japanese feeder airline, is studying the possibility of using a large-type helicopter for cargo and passenger service. The copters would be placed on the airline's domestic routes within the next two or three years.

PERSIAN AIR SERVICES has begun domestic operations in Iran. Flights, operated with DC-6B equipment, serve Teheran, Isphahan, Shiraz and Abadan.

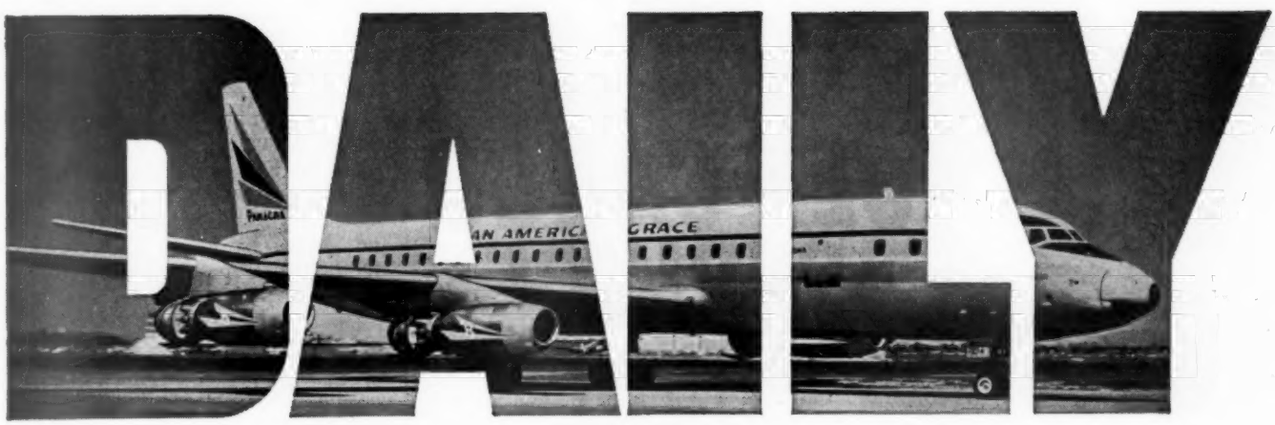
Hitherto the airline had operated exclusively international services, linking Teheran with Europe.

A new sales office at the Cleveland-Hopkins Airport has been opened by **SEABOARD WORLD AIRLINES.** Purpose of the facility is to provide additional service to air cargo shippers in Ohio, Western Pennsylvania and the Buffalo area. Robert Thompson is in charge of tthe new office which is located in Room 23, Hangar 7, Cleveland-Hopkins Airport.

AIR EXPRESS INTERNATIONAL CORP. has opened another European office in Dusseldorf, Germany. Alvin B. Beck, president of AEI, said that the new office which is located at Dusseldorf airport, would provide the area's exporters and importers with his firms's Golden Rocket cargo service.

VIASA, the Venezuelan International Airways, has named World Tariffs Corp., of New York as its tariff agent

SHIP VIA PANAGRA JETS



TO SOUTH AMERICA

Ship *today* . . . and your cargo arrives *tomorrow* in South America! Only Panagra offers this faster-than-ever-before shipping service on *daily* jets that cut cargo travel time in half—at no extra cost—to Lima from New York, via Miami and Panama. Frequent and convenient jet flights to Buenos Aires.

And you can reserve space for anything from eye-droppers to oil derricks on daily DC-8 jets, frequent DC-7s or weekly all-cargo flights. You can ship without transfers from New York to 7 countries in South America, over the routes of National, Pan American and Panagra.

For details, call your cargo agent or Pan American, Sales Agent for Panagra.

PANAGRA
WORLD'S FRIENDLIEST AIRLINE

in the U.S. and Canada. World Tariffs will file all VIASA cargo and passenger tariffs required by the U.S. Civil Aeronautics Board and the Air Transport Board of Canada.

First regularly scheduled service in the U.S. with the French built Caravelle jet has been inaugurated between New York and Chicago by **UNITED AIR LINES.** The plane, with a full passenger load, can carry 4700 lbs. of cargo.

UAL has also started DC-8 jet service at Pittsburgh. Initial schedules provide nonstop flights from Pittsbrugh and Chicago and service between Pittsburgh and New York City.

A shipment of paintings valued at over $183,000 was recently flown from the U.S. to Baden-Baden, Germany, by **LUFTHANSA GERMAN AIRLINES.** Lufthansa assisted in pick up, packing and proper documentation of the paintings which were collected from eight different museums and galleries throughout the U.S.

AIR-INDIA has begun Bombay-Nairobi jet service with Boeing 707s.

SOUTHERN AIRWAYS has begun service to Morristown, Tenn. and Pascagoula, Miss.

ALLEGHENY AIRLINES established a company cargo record in May by carrying over 1,500,000 pounds of cargo. Air freight shipments during the month totaled 749,000 pounds, 53% ahead of the same month in 1960.

Three additional Boeing 707 jets have been ordered by **BRITISH OVERSEAS AIRWAYS CORP.** The order will increase the BOAC Boeing-jet fleet to 18.

BRANIFF AIRWAYS is now offering nonstop Boeing 707 jet service between Dallas and Denver.

Inauguration of Boeing 707 jet service between Los Angeles and Texas has increased **CONTINENTAL AIRLINE's** system-wide cargo capacity by 10%.

O. Lee Slay, CAL's director-air cargo sales, said air freight ton miles are running 80% ahead of last year. The new route is expected to step up this rate of increase.

Six race horses valued at over $20,000 were recently flown from the United Kingdom and Germany to Montreal by **LUFTHANSA GERMAN AIRLINES.**

Initial service pattern with the new Boeing 720B medium jet has been established by **NORTHWEST AIRLINES** between Minneapolis-St. Paul and Chicago and Minneapolis-St. Paul and New York via Milwaukee. NWA said the schedules would provide the first jet service between New York and Milwaukee, Milwaukee and Twin Cities, and Chicago and Twin Cities.

Capital cost of new ground support equipment for the **FLYING TIGER LINE'S** fleet of CL-44 airfreighters will run in excess of $650,000. Equipment will include tractors, gas turbine starters, ground power units, shop test stands and towbars.

Air freight carried by **EASTERN AIR LINES** during May set a new company record for volume and was up 53.6% in revenue and 40.4% in poundage above the same month in 1960.

James E. Reinke, EAL's director of cargo sales, attributed the sharp rise to introduction of his carrier's fleet of Flying Freighters; more aggressive salesmanship; and an increased awareness by industry of the advantages of fast overnight services by air.

IBERIA AIRLINES, on August 1, will begin DC-8 jet service over a route between Madrid, San Juan, Caracas, and Bogota. On September 1, the carrier will start jet operations to Mexico, Rio de Janeiro, Montevideo, Buenos Aires and Santiago.

An ambitious cargo study undertaken by **BRITISH OVERSEAS AIRWAYS CORP.** will chart the future of air cargo over the next 10 years as it effects the British government-owned airline.

The study, expected to produce final recommendations in a year, is being carried out by BOAC executives, aided and guided by Heinz J. Heinrich, of Heinrich Aviation Consultants Ltd. of Montreal.

The study will include market research, aircraft evaluation, ground handling procedures and equipment, coordination with other transport operators to provide a door-to-door service, methods of penetration into new markets and ways of "selling" air transport of cargo.

Boeing 707 jet service linking New York and Port of Spain, Trinidad is now being offered by **VARIG AIRLINES.**

September 1 is the date set by **MALAYAN AIRWAYS** to begin Singapore-Hong Kong service with Britannia aircraft. Carrier will operate three flights weekly, one of which will stop at Kuala Lumpur, Indonesia.

7 LEAGUE
BOEING 707
JET CARGO SERVICE
TO SOUTH AMERICA

direct to
RIO DE JANEIRO,*
BRASILIA,*
SAO PAULO,
MONTEVIDEO and
BUENOS AIRES
*NON STOP

Now, South America is only a jet-step away via Varig's exclusive 7 league jet-cargo service. Call Varig or your freight forwarder on your NEXT shipment to all major markets in South America.

VARIG Airlines
Since 1927

630 THIRD AVENUE, NEW YORK, N. Y. MUrray Hill 2-3100

PEOPLE

The newly created post of director-cargo services at Piedmont Airlines has been filled by **Robert H. Reed.** He will be in charge of all sales and service activities connected with mail, express, and freight.

Reed has been associated with Piedmont since 1950. From September, 1957, until his recent promotion, the new cargo chief served as staff assistant traffic. His duties included responsibility for research and statistical work in the preparation of Civil Aeronautics Board exhibits.

An experienced air freight executive **M. B. "Morty" Brautman** has been appointed manager-New York region for Airborne Freight Corp. Brautman is no stranger to the San Francisco based air freight forwarder. He was previously head of Airborne's subsidiary firm Pan Maritime Cargo Service, Inc.

In his new slot, Brautman will be responsible for all domestic and international traffic moving through the New York area. The appointment is considered a key one since Airborne's New York office is the largest single station under one executive and will offer full air and ocean freight coverage as well as all accessorial services.

Brautman's assignment follows the full integration of the subsidiary, Pan Maritime, into Airborne's operation.

Assisting Brautman will be **Barry N. Brenno** from the San Francisco headquarters. Brenno, as special assistant to the manager-New York region, will coordinate accounting procedures and other general assignments.

Henry H. Maass has been boosted to cargo sales manager by Varig Airlines. Maass joined the company in 1956 and was instrumental in setting up Varig's cargo operation between the U.S. and Brazil.

Maass will have a lot of territory to cover. He will be expected to develop and promote his carrier's cargo sales in the U.S., Canada, the Caribbean and the Far East.

Prior to joining Varig, Maass was with Eagle and Air Work Atlantic Airlines.

Newest addition to Japan Air Lines' cargo sales staff in Los Angeles is **George Marchetta,** formerly with Air-Sea Forwarders.

On the East Coast, **Dominick Yovino** has joined JAL's New York staff as cargo sales representative. Yovino was previously with American Airlines for four and a half years.

William J. Barber has been named cargo sales representative for LAN-Chile Airlines in New York. He will direct a stepped-up program of contact with leading shippers throughout the U.S., with special emphasis on assiting forwarders.

Most recently, Barber was a sales representative for ABC Air Freight.

Francis K. Y. Cheung is now in charge of Pan American World Airways' freight activities in Hong Kong. Cheung, who was advanced to cargo sales manager, has been with Pan Am since 1948.

Since his appointment as cargo sales supervisor in 1957, Pan American's cargo sales in Hong Kong have increased 500%.

As part of a further move to strengthen Eastern Air Lines' air cargo staff, **Fred A. Collin** has been appointed manager of cargo sales. Collin brings to his new position broad experience in a number of related fields within the aviation industry, including most recently the post of manager of tariffs for Eastern.

As manager-cargo sales, Collin will seek out new markets for air freight and express services.

Lawrence Ginsberg has been placed in charge of Air Express International's import department. The promotion coincides with a stepped up drive by AEI to develop the import market.

Also at AEI, **George J. Weenen,** who was responsible for the organization of the firm's three offices in Japan, has returned to the U.S. to take over the newly created post of director of special accounts. In this slot, he will devote full time to the development of traffic between the Far East and the U.S.

Newly elected officers of the New York Air Cargo Sales Club include: **James McQuade,** New York Airways, president; **Charles Schutze,** British Overseas Airways Corp., vice president; **Francis Romero,** REAL Airlines, secretary; and **Robert Havenstein,** National Airlines, treasurer.

The board of directors of East West Airlines, an Australian carrier, have named **John G. Riley** general manager.

ROBERT H. REED

M. B. BRAUTMAN

HENRY H. MAASS

New Products and Processes

THIS MATERIALS HANDLING TRUCK, operating in a basement storage area, is equipped with a catalytic purifier. The door of the engine compartment is open to show that installation of the purifying unit did not increase the truck's clearance.

Purifier Throttles Fumes Found in Exhaust Gases

The economy, efficiency and power found in LP gas and gasoline powered materials handling equipment may be fully exploited in closed areas with the help of a device that takes the dangerous fumes out of exhaust gases.

The device is a catalytic purifier which, according to the producers, oxidizes virtually all of the noxious elements in exhaust gases. This permits safe use indoors of LP gas and gasoline trucks which have the advantage of low initial cost, easy maintenance by mechanics familiar with truck and automobile engines, and ample power to negotiate steep ramps.

The catalytic purifier, introduced in 1950 by Oxy-Catalyst, Inc., allowed warehousemen or plant managers freedom in selection of materials handling equipment. Prior to the purifier, the ever present danger of carbon monoxide and other contaminants in exhausts proved a real barrier. Even where the area of operation was large and well ventilated so that fumes did not present a health hazard, their presence was detrimental to employee morale. The catalytic purifier removed these obstacles. While getting rid of harmful exhaust gases, the purifier also removed smoke and odors.

The basic unit of the OCM Purifier is the Oxycat—a cartridge of spaced porcelain rods coated with a catalytic agent. As the engine exhaust flows across the surface of these rods, carbon monoxide and other noxious vapors are oxidized to relatively harmless effluents, mostly carbon dioxide and water vapor. The slight trace of contaminants remaining is far below the minimum tolerance established by the U.S. Public Health Service.

The OCM Catalytic Purifier uses two or more Oxycat cartridges, depending upon the cubic inch displacement of the engine. It can be used on any engine—mobile or stationary—which burns unleaded gasoline or LP gas. The same unit can be kept on a gasoline engine which will be converted to LP gas operation.

Manufacturers of the purifier say the units are easy to install by a mechanic or truck dealer. Leading truck manufacturers factory install the OCM Purifier as optional equipment. Space requirements are approximately the same as for a regular muffler which the purifier replaces.

Tiny Humidity Indicator Reports By Color Changes

A miniaturized graphic humidity indicator called a Humigraph is being marketed by the Andrew Technical Supply Co., of Chicago, Ill.

The Humigraph measures ¾ inches wide by 2½ inches high, about half the size of a business card. Adhesive backing permits quick, easy attachment to packages, machines, instruments, or other items sensitive to humidity.

The Humigraph chart contains seven sensitized, color-change panels, reading from 10% to 80% relative humidity. As the colors change from blue to pink, or the reverse, relative humidity can be read with an accuracy of better than 4%—which compares favorably with moderately priced humidity gauges, the firm says.

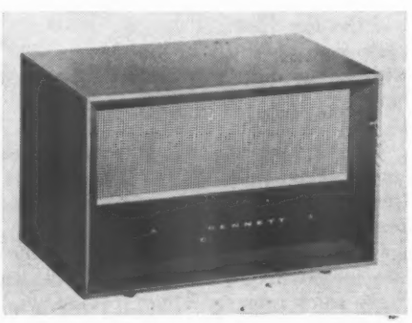
The Humigraph reacts continually as humidity changes, rather than being a one-time indicator. Useful life is two years or more.

A sample package of 12 Humigraphs may be purchased for $1. The Humigraphs are also available with a tiny thermometer included.

The miniaturized Humigraph is an outgrowth of the larger 2" by 6" Humigraph card which has been widely used by industries where humidity is a factor in the sale or use of a product or service.

Portable Intercom Requires No Installation

A completely portable intercom has been put on the market by the Precision Equipment Co. Called the "Bennett," the system provides instant, simple, two-way communication with-



...t wiring. It only has to be plugged in and it is ready to go to work.

Precision says these units may be used for dictation, for conferences between offices, talks between office and plant, etc. Up to eight additional units may be used and all stations will be heard with the same clarity at the same volume. The station may be moved as the needs arise.

Once plugged in, a button is pressed to talk, released to listen. For extended talking, such as dictation, the talk button can be locked. The unit contains an Alnico V Speaker microphone which will pick up normal conversation from 20 feet. Automatic squelch control is another feature.

In announcing the new product, the firm made the following offer:

"Although the regular price of the 2-station Bennett Wireless Intercom is $89.50, as a special introductory offer to readers of this magazine, Precision Equipment Co. will fill orders at $69.50 per set, F.O.B. the California factory. Satisfaction is guaranteed since the units may be returned after 10 days and Precision will pay transportation costs both ways. Thus your trial will cost you nothing but a few minutes of your time. You must mention the name of this magazine, however, to obtain the units at this special price. Ask for literature or send your order to Precision Equipment Co., 4409 Ravenswood Ave., Chicago 40."

Kart-All Varies Line For Air Freight Work

A series of adaptations of the Kart-All line for activities around airports has been announced by Erickson Power Lift Trucks, Inc.

The basic Kart-All is a versatile utility truck composed of a small tractor unit and an attached cart. The power plant supplies a drawbar pull of 3200 pounds. The cart can be modified to handle people or an unlimited range of products.

From the basic unit, Erickson has derived its Model KSL4 which is described as a conventional scissors lift Kart-All for air freight handling. The Union News Company, food caterers are using two of these units at Wold Chamberlain Field, Minneapolis. Bristol Aviation in Canada is also using one of the units.

The Kart-All scissors lift was modified again for use by the military and is now undergoing tests by the Navy. Both the KSL4 and the military version, KSL4M, have a platform load capacity of 4000 pounds. The military version has a larger platform—141" long by 70" wide as opposed to the commercial version's 120" long by 72" wide. The platform on the commercial unit raises to a height of 120" while the military one goes up to 124". When lowered, the platform is 32" above ground on either model.

Crate-lifting Hand Truck Permits One-man Moving

Flush-bottom crates resting squarely on the ground present no moving problems to the users of Crate Mate, a new materials handling truck developed by the Stokvis Multiton Corp., of Port Washington, N.Y.

Loads of up to 1000 pounds are easily handled by one man using the new device, even though there is no clearance under the crate or case. The operator of the Crate Mate simply rotates the steering handle 90 degrees (1), which permits the handle to slide to the rear of the truck. The operator then inserts the truck's special steel tongue beneath the crate and levers back (2) on the steering handle which is attached to the tongue. The body of the truck is then pushed under the tilted crate (3). This is easily done because of the rollers atop the truck.

After the case has been hauled (4) to where it is going, a sharp tug on the steering handle dislodges the crate so that it can slide over the rollers to the ground.

Crate Mate has a galvanized finish which resists wear and requires no painting. The rubber-tired swivel casters have double ball bearings. A built-in floor lock holds the machine on ramps or inclines.

The Crate Mate will load crates or cases with 0 to 2 inches ground clearance weighing up to 1000 pounds and having either a length or width of 3 to 6 feet.

Lightweight Scooter For Runabout Duties

A lightweight, three wheeled scooter for runabout chores has been put on the market by the Finchbaugh Co., of York, Pa. The little vehicle will travel up to 16 miles an hour and get better than 50 miles to a gallon of gas. It can carry either cargo or personnel. It has an automatic transmission and one pedal, "Accelebrake" control. Without accessories, net weight of the scooter is 177 pounds. The list price is $258.

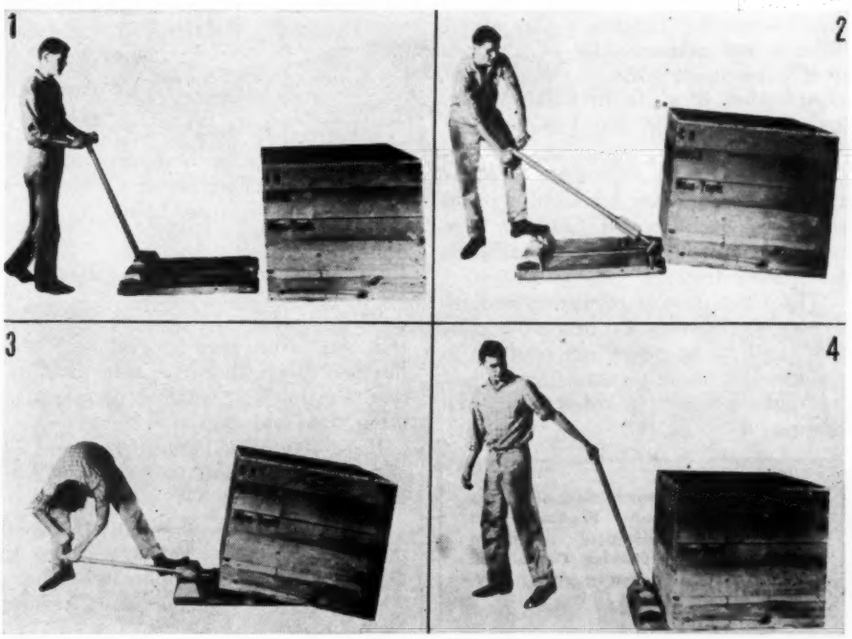
Universal Sling Adjusts To Fit Job

A universal sling has been developed by the General Logistics Division of the Aeroquip Corp. It is made of very heavy duty nylon webbing so that it is strong, but lightweight.

Each of the four legs will support 10,000 pounds and the nylon lift ring will support 40,000 pounds. The company says this is the first nylon sling with a five ton working capacity.

The central feature of this new sling is the adjustability of each leg. Using a modified 10,000 lb. ratchet buckle, it is possible to adjust each leg length individually in seconds, merely by operating the buckle spool takeup. This can be done to fit a wide variety of items even by personnel wearing mittens.

Disassembly or assembly of the nylon lift ring can be accomplished with a screwdriver, as opposed to a needle and thread. Snap hooks on the other end of the legs are also easily detached or attached without sewing. They may



be attached to the ratchet buckles or assembled with a 36" length of webbing in between.

The whole assembly weighs less than 30 pounds, and can be stored easily in a very small space.

TECHNICAL LITERATURE

Various Containers Fit Heil Truck

The Heil Co. of Milwaukee has put out a two color bulletin describing the Huge-Haul detachable container system. The six-page bulletin tells how one truck becomes a fleet by using this system to store, pick up, carry, or even dump, all sorts of items. Loads up to 30,000 pounds can be handled on a variety of containers ranging from an open pallet to a tank-type container for bulk fluids.

New Packaging Techniques Recorded on Color Film

New packaging techniques developed by the Shatterproof Glass Corp. of Detroit, in cooperation with leading industry officials are making it much more difficult to break glass during the transportation processes.

This battle against glass breakage is carefully detailed in a newly released film done by Film Associates of Michigan for Shatterproof. The film, 16mm sound, in color, is called "The Safepack Story."

John Svendor, plant superintendent and packaging engineer at Shatterproof, notes that his firm is the largest independent manufacturer of automotive replacement glass in the country. Distribution is made to 6300 dealers and distributors in the U.S. and 47 countries abroad.

"We realize our product requires special consideration for handling and shipping," Svendor said, "and we have subjected our Safepack for windshields to rigorous testing."

The thoroughness of testing and research are shown in this 10-minute film available at no charge to those in the transportation, insurance, glass and packaging fields, or other interested groups.

For further information on items mentioned in *New Products and Processes* or *Technical Literature* write: Readers' Service Dept., AIR CARGO, 1001 Vermont Ave., NW, Washington 5, D.C.

LETTERS

To the editor

I notice from the July issue that the editorial "Is Air Freight Reaching Maturity," seems to agree with the plan of truck air freight instituted by Air Cargo, Inc.

As a shipper of air freight, we are very definitely opposed to the proposals recently made by Air Cargo, Inc. with two truck lines in the Southeastern territory, members of the Southern Motor Carrier Rate Conference, covering shipments of prior or subsequent air movement.

We intend to fight any proposals made in conformity of Air Cargo, Inc's setup, which tend to deny shippers the classification ratings under the motor carrier rates even if we have to go to the Supreme Court in our fight. I think the airlines, through their ground handling Air Cargo, Inc. subsidiary, are trying to make surface rates over and beyond anything they are entitled to, and if the airlines think that this is the method to build up air freight business, they had better re-examine their thinking.

C. G. Smith
Traffic Manager
Cabin Crafts, Inc.
Dalton, Georgia

To the editor

I just want to go on record as saying that the July issue of AIR CARGO is really outstanding—particularly with respect to the interim report on Unimarket and the article on Florida Fashions.

We have scheduled a Cargo Sales Training Seminar in New York for July 12 and 13, and would like to order fifty (50) copies of your July issue for distribution to our sales and service personnel at that meeting.

J. E. Reinke
Assistant Vice President
and Director of Cargo Sales
Eastern Air Lines
New York, N.Y.

To the editor

Your current (July) issue is excellent. And your treatment of both the Raytheon and the Art-Craft distribution stories was mighty pleasing to these tired old eyes.

If possible, would you please send 25 copies of this issue to American Airlines in Rochester, N.Y.

Ben Butterfield
Manager, Sales
Public Relations
American Airlines
New York, N.Y.

Advertisers' Index

Air France	4
Atlantic Transfer Co.	28
Braniff International Airways, Inc.	35
British Overseas Airways Corp.	8
Continental Air Lines, Inc.	18
Japan Air Lines	36
KLM Royal Dutch Airlines	22
Lufthansa German Airlines	2
National Airlines, Inc.	25
Pan American Grace Airways, Inc.	29
Pan American World Airways	6, 7
Qantas Empire Airways Ltd.	19
Rolls-Royce, Ltd.	3
United Air Lines, Inc.	1
Varig Airlines	30

ON THE DOCKET

SEPTEMBER

Society of British Aircraft Constructors, Flying Display and Exhibition, Farnborough, England, September 4-10.

Second Annual Cargo Handling Exposition, Pier Nine, New York, N.Y., September 6-8.

National Defense Transportation Association, 1961 Transportation and Logistics Forum, Denver Hilton Hotel, Denver, Colo., September 17-20.

Short Course in Plant Layout, Material Handling, Warehousing and Shipping, University of California University Extension, Lake Arrowhead Conference Center, Lake Arrowhead, Calif., September 17-22.

(Classified)

AIR CHARTER

Domestic, International

The New Concept in Cargo, Executive and Group Transportation—Air charters—Cubs to Jets. If you ship **8,000** lbs. or more to any destination, you can save with:

AIR CHARTER BUREAU
Hotel Continental at
N.Y. International Airport
Jamaica 34, N.Y. AR 6-7010

This is Mister Right-On-Time

Flight Captain Ted Raines—like all Braniff pilots—shares an exceptional reputation for punctuality. Braniff, as government statistics prove, is a leader in on-time records.

Put this punctuality to work for you! Ship via Braniff and save money through reduced inventories and packaging costs. Braniff Super Jets: New York to Miami (via Braniff-Eastern thru-plane), thru-jet service to Panama, Bogota, Lima, Buenos Aires, Sao Paulo, Rio. Also, Super Jets between New York and Texas; Chicago and Texas; Minneapolis/St. Paul and Kansas City, Dallas, San Antonio, and Mexico City; and now between Denver, Dallas, and Houston.

Contact your Braniff office or Freight Forwarder. Ask about Reserved Air Freight on Braniff's DC-6A New York to Texas air freighter as well as on Braniff's Super Jets.

BRANIFF *International* AIRWAYS

OHIO STATE UNIV LIBRARY
ATT SERIAL DIVISION
1858 NEIL AVENUE
COLUMBUS 10 OHIO
4-26-1AC 4/2 6-5

WHY SHIP YOUR CARGO THE LONG WAY ROUND ACROSS THE ATLANTIC AND OVER THE POLE WHEN

JAPAN AIR LINES FLIES DIRECT TO THE ORIENT

■ The shortest and fastest way to ship air cargo to the Orient is along the direct route Japan Air Lines flies--straight from the U.S. across the Pacific to Japan. From Chicago and New York or anywhere in the eastern U.S., it's faster to forward freight westward —and when time means money, it's cheaper, too.

■ JAL's new cargo schedule from San Francisco dovetails with major incoming cargo flights from the East. There's ample time to transfer your freight, yet no delay in shipping it on across the Pacific. And JAL's DC-7Fs, as you know, take the bulkiest or the most fragile cargo with equal consideration.

JAPAN AIR LINES CARGO COURIERS

TALK TO YOUR CARGO AGENT OR FREIGHT FORWARDER OR CALL JAPAN AIR LINES AT: NEW YORK • SAN FRANCISCO • LOS ANGELES • PHILADELPHIA SEATTLE • CHICAGO • CLEVELAND • DETROIT • BOSTON • WASHINGTON • DALLAS • HOUSTON • DENVER • SAN DIEGO • HONOLULU • VANCOUVER • TORONTO

JAL